

**APPENDIX G: Comments Received from Public Hearing  
and Notice of Availability of the DEIS**

**From:** [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:41 AM  
**To:** Stephen Endres  
**Subject:** No To Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Aaron Parkins



**From:** Abhi R [REDACTED]  
**Sent:** Thursday, March 30, 2023 5:41 PM  
**To:** Stephen Endres  
**Subject:** Comment on 380 Highway bypass project

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 Texas Department of Transportation

I am writing to express my concerns about the proposed 380 Bypass highway project, specifically with regards to the portion that will span the cities of McKinney and Prosper, known as Route A and Route B. While the TX DOT has stated that the purpose of this project is to manage congestion, improve traffic flow, and enhance safety, it has come to my attention that there are two plans for the end of the highway, and that Plan A is not the best option for taxpayers and residents.

Plan A is problematic as it would require the highway to go through just one city, at a higher expense to the taxpayer, and would not bypass as much of the major roadway. This plan would force the road to run from north to south, which is not ideal for alleviating traffic from east to west. In contrast, Plan B is the most cost-effective option, as it would go mostly through McKinney and run through Plano for about a mile. Plan B would bypass Highway 380, avoid cutting off the entire community of Tucker Hill from the city, and displace only an additional 3 residences, a horse farm, and "planned" communities, a minimal impact considering the scope of the project and future implications for efficiency and safety.

I am concerned that special interests in Prosper are putting pressure on the government to build the more expensive and inefficient highway, despite the fact that its residents will also benefit from the bypass. It is unethical for Prosper to insist that it does not bear any land annexation when its residents will enjoy traffic relief as well.

Plan A reduces the efficacy of every major stated goal of the DOT. As taxpayers and residents, we must look at the long-term benefits and costs of each plan. Plan B is the best option as it is more cost-effective and better meets the need for bypassing Highway 380, improving east-west traffic flow, and enhancing safety. We must consider the impact that the project will have on the community and the environment for decades to come.

Therefore, I urge the Texas Department of Transportation, McKinney, and Prosper to build Plan B.

Thank you for considering my concerns.

**From:** Abhi R [REDACTED]  
**Sent:** Friday, March 31, 2023 10:04 AM  
**To:** Stephen Endres  
**Subject:** Request to Build Plan B- Proposed 380 Bypass Highway Project advantages and disadvantages

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 Texas DOT,

I am writing to express my concerns about the proposed 380 Bypass highway project, specifically the portion that will span the cities of McKinney and Prosper known as Route A and Route B. While I understand that the purpose of this project is to manage congestion, improve traffic flow, and enhance safety, I would like to bring to your attention the issues with Plan A and the advantages of Plan B.

Firstly, Plan A would not provide a direct route from east to west, which is the main problem that this highway is trying to solve. Instead, it would only provide a route from north to south, which would not effectively reduce traffic congestion for the majority of the people living in the area.

Secondly, Plan A would cost significantly more than Plan B due to the additional land acquisition costs and construction expenses. This is not a cost-effective solution, especially when Plan B is available and meets the needs of the community at a lower cost.

Furthermore, Plan A would require a significantly larger amount of land acquisition, which would result in the displacement of more people and properties. This would be detrimental to the affected individuals and the surrounding community.

On the other hand, Plan B would provide a direct route from east to west, which would effectively reduce traffic congestion and improve traffic flow. It would also have a lower environmental impact since it would bypass highway 380, reducing air pollution and noise pollution for the community.

Lastly, Plan B would be more beneficial for the community in the long term as it would not require as much maintenance as Plan A. This is because Plan B would bypass the existing highways, reducing the wear and tear on them and resulting in a longer lifespan for the new highway.

In conclusion, I urge the Texas Department of Transportation, McKinney, and Prosper to carefully consider the advantages and disadvantages of both Plan A and Plan B. Based on the available evidence, Plan B is the most cost-effective and environmentally friendly solution that would effectively alleviate traffic congestion and improve traffic flow. Therefore, I strongly recommend that you proceed with Plan B and ensure that the taxpayers' money is spent wisely.

Thank you for your time and consideration.

Sincerely,  
Abhin

**From:** Abisola Ogunseinde [REDACTED]  
**Sent:** Tuesday, March 14, 2023 4:05 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:58 AM  
**To:** Adam Gilbert [REDACTED]  
**Subject:** RE: Opposition to the 380 bypass (route C)

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Adam Gilbert [REDACTED]  
**Sent:** Friday, February 17, 2023 2:02 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Opposition to the 380 bypass (route C)

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.

Hello,

My name is Adam Gilbert and I would like to voice my opposition to the 380 bypass (route C). The bypass would destroy the property owned by a good friend. This property serves as a place for therapeutic horse riding, community rides, events, and church services. The bypass would go directly through the riding arena and honey bee area on the property, and the noise from the highway would be incredibly detrimental to the animals.

I would instead like to voice support of route D. It crosses through the flood plain, and would only disrupt 7 homes instead of 29.

Thank you for listening, and I hope you will consider the impact of route C on the people and animals that call the area home.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 17, 2023 8:33 AM  
**To:** Adele Ichilian [REDACTED]  
**Subject:** RE: Proposed bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Adele Ichilian [REDACTED]  
**Sent:** Thursday, February 16, 2023 3:28 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Proposed bypass

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 am a 77 year old (recently) retired Equestrian who loves horses and wildlife. Although I live in Dallas, I have always spent a good amount of time in Collin County.

I am concerned about the proposed bypass to 1827. The Blue Alternative with segments A+E+C is not a good idea.

Segment C is going to affect many people's homes and businesses, including horse barns, not to mention the habitats for wildlife which is also important to me (as I am a volunteer Keeper Aide at the Dallas Zoo). It is my understanding that Segment D is a much better alternative.

It would destroy acres and acres of natural habitats of wildlife including woods and wetlands in Collin County. It's my understanding that Texas Parks and Wildlife also opposes Segment C.

Please consider these problems more seriously and please do not move forward in Segment C.

Thank you.

A. Adele Ichilian

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:50 AM  
**To:** Alee Ladd [REDACTED]  
**Subject:** RE: Please read!

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Alee Ladd [REDACTED]  
**Sent:** Sunday, February 19, 2023 10:30 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** [REDACTED]  
**Subject:** Please read!

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 Stephen,

My name is Alee Ladd. My mother-in-law, Debi Ladd, owns Avalon Legacy Ranch. We're on 25 acres located on FM 2933 and Wayside Trail in McKinney, TX. Our ranch hosts weddings, corporate events, church day retreats and celebrations. On average, we host over 100 weddings a year, each wedding brings in an average of 150 guests. These guests book hotels in McKinney, spend money at local restaurants, book Ubers/Lyfts, purchase clothing and trinkets from shops in Downtown- the list is endless. Our brides and grooms spend thousands of dollars each wedding on McKinney caterers, florists, DJs and planners. The average wedding costs around \$30,000+ in DFW according to research reports done by The Knot and Wedding Wire (<https://www.theknot.com/content/average-wedding-cost>). We love McKinney, we love our couples and they show their love by *pouring money* into our wonderful little city and the locals who live there and work as hard as we do to make their wedding dreams turn into reality.

We are one family owned business. The proposed bypass will greatly harm us- the loss of land, the noise pollution, the length of construction all will be incredibly detrimental to our livelihood here.

I urge you to consider option D. Option C is truly catastrophic. Please allow us to continue making dreams come true. Option C truly will turn a dream wedding into a nightmare.

Feel free to call me with any questions or concerns, my cell is 817-223-2992.

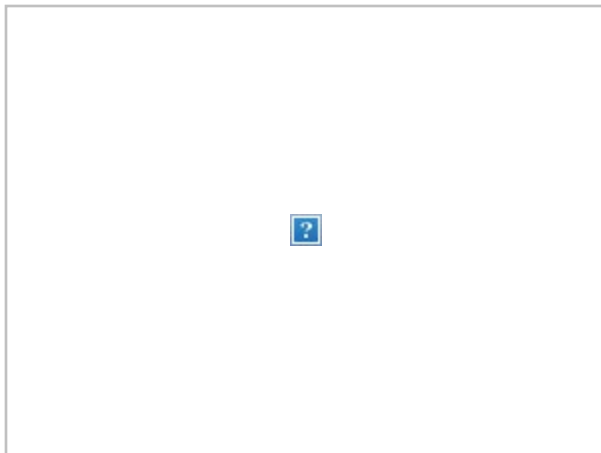
Thank you for your consideration for what is best for the majority and not the minority.

**Alee Ladd**

Avalon Legacy Ranch  
Operations Manager | Wedding Alchemist  
2022 Wayside Trail McKinney, TX 75071

2020 - 2023 The Knot Hall Of Fame  
2015 - 2023 Best Of The Knot  
2017 - 2023 Wedding Wire Couple's Choice  
2017 - 2023 Best Small Business

*\*Please note that we are out of office **Mondays & Wednesdays***



**From:** Alessia Essig [REDACTED]  
**Sent:** Wednesday, April 19, 2023 3:16 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Best Regards,

Alessia Essig  
(469) 781-0510  
[REDACTED]

Sent from my iPhone



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Alexander Milano  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 Bypass

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** Alexander Milano [REDACTED]  
**Sent:** Sunday, March 12, 2023 9:06 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** 380 Bypass

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.

I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

Regards,

Alex Milano

**From:** Milano, Alexander [REDACTED]  
**Sent:** Thursday, April 20, 2023 12:30 PM  
**To:** Stephen Endres  
**Cc:** [REDACTED]  
**Subject:** 380 Segment A Comments and Questions - 2604 Addison St., Mckinney, TX  
75071  
**Attachments:** [ATM - US 380 Segement A Comments.pdf](#)  
**Importance:** High

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,

Please see attached. Thank you.

Regards,

**Alex T. Milano | Major Case Specialist | Strategic Resolution Group**  
Travelers  
PO Box 2902  
Hartford, CT 06104-2902  
W: 214.570.6144 F: 877.817.8748



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**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 4:15 PM  
**To:** Alex W Toskovich [REDACTED]  
**Subject:** RE: 380 expansion / reroute Stonebridge Ranch Concerned Citizen

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Alex W Toskovich [REDACTED]  
**Sent:** Monday, February 20, 2023 3:10 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 expansion / reroute Stonebridge Ranch Concerned Citizen

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.

What is the noise impact to the Stonebridge Ranch community from 380 going south on Stonebridge Ranch Rd every 1000 ft up to 1 mile. ?

Fill in the blanks 1000ft\_\_\_; 2000ft\_\_\_; 3000ft\_\_\_; 4000ft\_\_\_; 5000ft (increase in db) - ps. negligible is not an answer.

Also, what is the expected estimated increase in traffic on Stonebridge ranch rd after completion. ?

Sent from [Mail](#) for Windows

**From:** Alfred Goh [REDACTED]  
**Sent:** Thursday, April 6, 2023 10:51 PM  
**To:** Stephen Endres  
**Subject:** TxDot Row Protest

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 Stephen,

I am writing to express my opposition to the Texas Department of Transportation's (TxDOT) plans to acquire my business and other properties for bypass road construction.

This plan will disrupt the lives of countless small businesses and their employees in the state of Texas. Not only will these businesses have to relocate, but also their customers and employees will be impacted to some degree, as well.

Furthermore, the value of these properties is typically much lower than their actual worth, which means that the businesses will not receive a fair compensation for the property acquired. This could lead to financial hardship for many business owners as well as my property.

I urge TxDOT to reconsider their plans to acquire business properties for their projects. I believe there are other ways (Segment B) to achieve the same or better goals without negatively impacting the livelihoods of so many Texans.

I strongly oppose acquiring my property because it will lead to hardship to my family.

Thank you for your time and consideration.

Sincerely

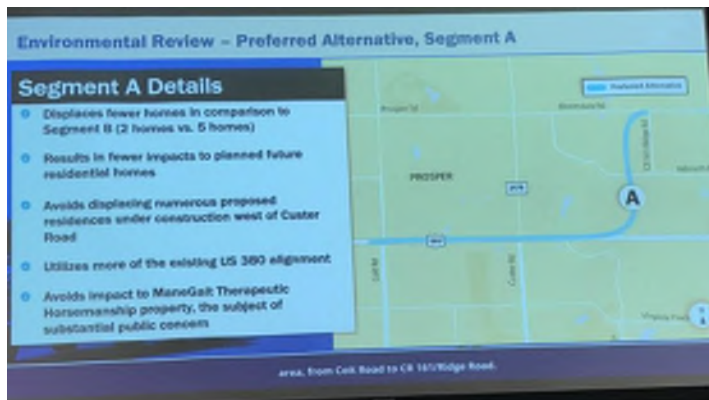
Alfred Goh, MBA  
Principal  
380 Century Star LLC  
(972) 489 - 3880  
[REDACTED]



TXDOT I support segment B  
And strongly oppose segment A

As a resident of Wren Creek on Harvest Hill Ln, I am very concerned about the construction of segment A and the potential impact it would have on our lifestyle. Currently we hear much noise from 380—as the breaks in the current sound wall (at either end of my street) are letting a tremendous amount of sound in, which filters down to the middle areas on my street as well. It is mostly noticeable during the day when the trucks are out in force. I would not want to remain in my home if the super-highway is built and the noise were to double or worse. The added pollution is also a huge concern.

But why is segment A the chosen option? Here is your slide from the most recent presentation to the public. Why are planned future/proposed residences considered more important than actual **existing residences**? Plans can change. They change all the time. Future residents are not yet vested. This project has a huge potential impact on so many families in at least 5 neighborhoods that border 380. Families that do not want added pollution, noise, or construction noise/detours/headaches disturbing their everyday lives for months -years. Families who have invested their life-savings already into the their homes. Totally vested.



It makes no sense to uproot so many businesses and impact the lives of so many **established** family residences when Segment B costs so much less and will not go through an established area. Your own data supports Segment B. Segment A does a huge disservice to the city of McKinney. We want to continue to enjoy our life here in Wren Creek. The construction noise and detours would be devastating—even windows would not keep out that kind of noise. Our neighborhood has many retired folks like myself who are home during the day. Segment B is a much more practical solution that would not affect near the number of ALREADY ESTABLISHED families and businesses. And it's so much less expensive.

If these reasons aren't compelling enough, there is a huge tax burden placed on the city of McKinney of \$120+ million dollars that will be handed off to taxpayers. And WE DON'T WANT IT! Choose wisely, TXDOT. We do not want a giant super-highway going through West McKinney!

Sincerely,

Alice & Ken Halsor  
Wren Creek Residents

**From:** Alice Halsor [REDACTED]  
**Sent:** Saturday, April 1, 2023 12:41 AM  
**To:** Stephen Endres  
**Subject:** Support Segment B  
**Attachments:** [380 round 2 letter.pdf](#)

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.

TXDOT I support segment B  
And strongly oppose segment A


See pdf attachment below

[Sent from Yahoo Mail for iPhone](#)

**From:** AJ Halsor [REDACTED]  
**Sent:** Monday, March 27, 2023 8:29 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner on Harvest Hill in Ween Creek in McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

 Alice Halsor  
281-413-3844  
Sent from my iPhone

**From:** Alison Rackler Lewis [REDACTED]  
**Sent:** Thursday, March 9, 2023 4:36 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely

Alison Lewis  
McKinney Stonebridge Ranch resident



**From:** Alison Ritterbusch [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:55 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

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As a homeowner and citizen of McKinney, TX., I **strongly OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Alison Ritterbusch

**From:** Clay Carr [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:16 PM  
**To:** Stephen Endres  
**Subject:** Highway 380 Bypass

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.

I am opposed to Segment A as the current route preferred by TxDOT. Nothing about the selection of Segment A, instead of Segment B, makes any sense. I am a resident of Tucker Hill neighborhood and don't want all that traffic dumped out on to 380 right in front of our entrance. Everyone has personal reasons for not wanting either segment coming through or near their property. Personal reasons aside, I believe TxDOT is not being fiscally responsible with selection of Segment A. By your own estimates, it will cost around 200 million more to build A than B. It will displace 15 functioning businesses whereas B would displace none. There are at least 7 major utility conflicts and B has only 2. Segment A crosses more wetlands with more potential destruction of said wetlands.

Your presentation indicated that part of the reason for selecting A, not B, was due to future developments in Segment B (not under construction yet) being impacted. How about the impact on developments already here and under construction!

ManeGait was also listed as a reason for selecting A over B, due to public concern. If I understand what I have read and heard, ManeGait should and would not be affected by being in close proximity to the 380 Bypass. I believe TxDOT investigated other similar facilities near such roadways and found no issues. I believe these concerns have been fabricated and promoted by interested parties (Darling/Prosper). Please reconsider what you are proposing and change the preferred route to Segment B. How about saving some tax payer dollars, 15 businesses, and affecting fewer current residents/homeowners.

Thank you,  
Allen Carr  
2309 Tremont Blvd  
McKinney, Tx.

Sent from my iPad

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 10:00 AM  
To: Allison Sohmer [REDACTED]  
Subject: RE: Oppose C and support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Allison Sohmer [REDACTED]  
Sent: Saturday, February 25, 2023 2:41 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: Oppose C and support D

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.

Hi there,

I am reaching out to support route D rather than C for the 8 lane highway 380 bypass.

My close friend lives in the zone that would be affected by route C and would cut right through her front pasture where she and friends ride their horses, including my horse who lives there as well.

I've spent years riding with this friend at her beautiful ranch, it has the most peaceful view and vibe, all which would be destroyed by route C. This friend is such a gift to the community, offering horse riding opportunities to underprivileged kids who desperately need connection and the healing of horses. She also is an avid beekeeper and route C would go right through her bee hives. We all know how important bees are to our ecosystem.

Please reconsider this decision and know that it would be a major loss to the community and natural beauty of McKinney. Don't let the city overrun every bit of nature we have left. 🙏

Thank you,

Allison Sohmer

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthetreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C7e57d943e3594818460308db19a63f73%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131974033871437%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=0iN3RJ8GJPJHHcAjnlyJDnIdnXHwf5DSA21ZFcfxf%2FE%3D&reserved=0>>

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:48 AM  
**To:** Alyson Brubaker Johnson [REDACTED]  
**Subject:** RE:

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Alyson Brubaker Johnson [REDACTED]  
**Sent:** Monday, February 27, 2023 5:13 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:**

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.

I am writing to you to let you know that I oppose Segment A as it will be very detrimental to my property and it's value.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Regards,

Alyson Johnson  
832-317-2156  
1400 Roxboro Lane

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, March 3, 2023 1:52 PM  
**To:** Amanda Batson [REDACTED]  
**Subject:** RE: Blue Alternative: No to Segment A, Yes to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Amanda Batson [REDACTED]  
**Sent:** Wednesday, March 1, 2023 2:38 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Blue Alternative: No to Segment A, Yes to Segment B

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.

**NO to A, YES to B**

As a homeowner and citizen of McKinney, TX., I **strongly OPPOSE the use of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

My **opposition to the use of Segment A** could appear simply as NIMBY (not in my back yard), however, my concerns have only grown with the details published via the US 380 Environmental Impact Study:

Costs to Taxpayers — Any way the data are diced, Segment A is more expensive. With the citizens of McKinney on the hook for at least \$120 million — even if/when state/federal funds arrive to reimburse — we are facing extraordinary unplanned expenses. With Segment B construction, the costs to taxpayers will be reduced and shared between McKinney and Prosper residents and potentially other Collin County partners.

Property Takings — The numbers of business and residential properties either taken or displaced are strikingly greater in Segment A than Segment B. Such destruction is definitely reduced with construction of Segment B.

Human Impact — Construction of Segment A impacts thousands of people not just during years of construction but literally forever as the Segment A traffic ensues. The health, environmental, and safety damages will never be fully known, but what we will realize is unrelenting noise pollution, diminished air quality, and increased arterial traffic through well-established communities. With the undeveloped land available in Segment B, the human impact will be significantly reduced.

TxDOT is responsible to current and future Texas citizens. That responsibility includes wise use of all resources for safety and health. The responsible decision for the US 380 Bypass from Coit Road to FM 1827 is construction of Segment B in the Blue Alternative.

No to Segment A, Yes to Segment B

Sincerely,

Amanda Batson

Amanda D. Batson, PhD

████████████████████  
8400 Craftsbury Lane  
McKinney, TX 75071  
214-842-8667

---

A Texas Department of Transportation message



**From:** Amanda Batson [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Amanda Batson  
8400 Craftsbury Lane  
McKinney, TX 75071



**From:** Amanda Batson [REDACTED]  
**Sent:** Thursday, April 20, 2023 2:13 PM  
**To:** Stephen Endres  
**Cc:** Jon Dell'Antonia; US EPA Region 6  
**Subject:** US380 Bypass -- NO to Segment A  
**Attachments:** [SRCA\\_Lakes-Report\\_Feb-2021\\_v1.pdf](#)

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.

## CWA 404 and Protected Species

Dear Mr. Endres,

Regarding the TxDOT decision to construct Segment A as part of the US380 Bypass from Coit Road to FM 1827 and as a resident of Stonebridge Ranch and member of the SRCA Board of Directors, I continue my strong opposition to construction of Segment A. The TxDOT selection of Segment A based on the posted Environmental Impact Study apparently did not consider the following:

EIS -- Appendix N, Water Resources -- Section 404, Clean Water Act -- Be aware that Stonebridge Ranch has extensive waters and wetlands protected under USACE Section 404. These protected areas include Lake La Cima, its related wetlands, and habitats which are adjacent to the proposed US380 Bypass Segment A. For reference, I am attaching the SRCA Lakes Report which provides an overview of 21 lakes and bodies of water in Stonebridge Ranch.

Migratory Bird Treaty Act - EIS -- Appendix N, Water Resources -- Section 404, Clean Water Act - EIS Figures 8-3, 9-3, 10-3, 11-3, 12-3 -- Although these are consistent overlays, the articulated Segment A construction in this area does not reflect the impact on all of the waters flowing in Stonebridge Ranch via section 404 properties. These waters, wetlands, habitats, and species that inhabit these environments are part of an entire eco-system that does not stop at the TxDOT expansion of US380 Bypass. McKinney is located in a migratory path for birds that travel between South America and central/northern North America, twice a year. Heron and egret migrations include birds seeking nesting areas. Stonebridge Ranch waters are chosen by these birds, and once nested, nothing can be done to disperse the birds because they are protected under the Migratory Bird Treaty Act. It is unlawful to kill, move, or disturb these birds once they have established a nest.

Segment A v Segment B Comparison presents a Concerning Lack of Data-Driven Decision-Making in the selection of Segment A -- Using the TxDOT February 16, 2023, Virtual Meeting, Segment Analysis Matrix, the data below were reported. Additionally, a local resident counted upwards of 30 business displacements along Segment A, almost twice the TxDOT count. In every TxDOT category below except one, Segment B is less impactful and costs taxpayers less:

<b><i>TxDOT Category</i></b>	<b>Segment A</b>	<b>Segment B</b>
------------------------------	------------------	------------------

<i>Major Utility Conflicts</i>	7	2
<i>Residential Displacements</i>	2	5
<i>Business Displacements</i>	15	0
<i>ROW Required/Cost</i>	180 acres/\$248 million	191 acres/\$153 million
<i>Wetlands total acres</i>	1.04 acre	0.46 acre
<i>Rivers/streams total linear ft.</i>	5,161 linear feet	2,759 linear feet
<i>Forests/Prairies &amp; Grasslands total acres</i>	67 acres/41 acres	35 acres/67 acres
<i>Hazardous Materials</i>	2 moderate risk/2 high risk	0 sites
<i>Estimated Total Cost</i>	\$958 million	\$766 million

I urge you and TxDOT to seriously reconsider and **reject the selection of Segment A** in the recommended Blue Alternative for US380 Bypass from Coit Road to FM 1827.

Sincerely,

Amanda Batson

Amanda D. Batson, PhD

8400 Craftsbury Lane  
McKinney, TX 75071  
214-842-8667

**From:** Amanda McCaffrey [REDACTED]  
**Sent:** Tuesday, March 21, 2023 9:42 AM  
**To:** Stephen Endres  
**Subject:** US 380 - Coit Road to FM 1827, Collin County, Texas CSJs 0135-02-065, 0135-03-053, & 0135-15-002

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 -

My name is Amanda Shaw-McCaffrey, I am a Whitley Place resident in Prosper, TX and join my neighbors in the following comments regarding the recent EIS for the 380 bypass plan

### Environment Justice- Low Income and Minority Populations

Section 2.3.2 Comparison of Reasonable Alternative does not consider the Americans with Disabilities Act, Amended 2008 (ADAA) (42 U.S.C. 12101), in its environmental justice assessment.

It is unfortunate that TxDOT did not consider the ADAA and the minority population of people with disabilities in the Draft Environmental Impact Statement (DEIS). Minority populations are normally identified with census trackdata. However, populations of persons with disabilities are very diverse and dispersed throughout the community and region, which makes it impossible to use census track data to identify people with disabilities as a minority population. People with disabilities are also protected by HIPAA, which restricts access to individuals' health information.

The ADAA was passed by congress 14 years after President Clinton issued Environmental Justice Executive Order (EO) 12898. The EO's purpose is to achieve environmental protection for all communities, which today, by way of the ADAA, includes the minority populations of people with disabilities.

TxDOT, in its Community Impacts Assessment Technical Report (DEIS - Appendix K), acknowledges, “Vulnerable populations (e.g., people with disabilities and children), during the US 380 Feasibility Study.” However, a meaningful assessment would have included the ADA in the DEIS’s environmental assessment. EO 12898 (Environmental Justice) directs federal agencies to “identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law.”

Unfortunately, while TxDOT continued in the process of selecting a preferred route for U.S. 380 none of the reports, including US 380 Feasibility Study, Community Impacts Assessment Technical Report, and the DEIS, considered the ADA or the purposes of the Act.

The purposes of the ADA are “to carry out the ADA's objectives of providing ‘a clear and comprehensive national mandate for the elimination of discrimination’ and ‘clear, strong, consistent, enforceable standards addressing discrimination’ by reinstating a broad scope of protection to be available under the ADA.” The ADA reinforces the right of people with disabilities to fully participate in all aspects of society, because “people with physical or mental disabilities are frequently precluded from doing so because of prejudice, antiquated attitudes, or the failure to remove societal and institutional barriers.”

The Environmental Justice (EO 12898) assessment should consider the ADA and the minority community of people with disabilities. The community cannot be determined by census tract data, but the DEIS Study Area’s population benefiting from needed therapeutic and other services, in all fairness, represents a minority community of people with disabilities. The assessment should give weight to public comments supporting ManeGait’s community of

people with disabilities and the therapeutic services they receive, because a majority of the people with disabilities may not be able to speak for themselves.

## **RECOMMENDED CHANGES TO FINAL EIS**

**DEISUS 380McKinney, Coit Road toFM 1827,Collin County,Texas; CSJ  
0135-02-065, 0135-03-053, & 0135-15-002 (December2022)**

### **2.3.2 Comparison of Reasonable Alternatives (PAGE 2-30)**

***Community Facilities*** (PAGE 2-31) - Should identify ManeGait as a facility providing essential therapeutic and other services to a minority population of people with disabilities as recounted in the ADAA.

**Figure 2-15** *Continued: Alternatives Comparison Matrix* (PAGE 2-34)

The line in the matrix referring to Low-Income and Minority Populations & the columns for Brown and Gold Alternatives, requires revision. “Are there EJ communities that will suffer disproportionately high or adverse impacts - yes or no?” The answer is YES!

YES - 1: A minority population of people with disabilities, as recounted in the ADA, may suffer disproportionately high or adverse impacts. The minority community cannot be determined by census tract data, but the DEIS Study Area recognizes the minority population of people with disabilities that are benefiting from therapeutic and other essential services provided by ManeGait.

#### 3.6.3.4 Neighborhood Access and Travel Patterns

##### **Purple Alternative (A+E+D) (PAGE 3-53)**

I support the traditional alternative design for the N. Custer Road and US 380 interchange which TxDOT presented at the DEIS public meetings. It is debatable whether the diverging diamond interchange (DDI) will improve safety. In fact, it may create an unsafe interchange.

The Missouri Department of Transportation (MoDOT) published a Technical Report (Missouri's Experience with a Diverging Diamond Interchange) in May 2010. The report points out the advantages of DDI as well as the disadvantages, which suggests the design may not be applicable for N. Custer Road with its 50 mph speed limit. The first disadvantage identified in the technical report is the speed of through traffic. "MoDOT's experience is that, for through traffic, it is desirable for regular passenger vehicles to be able to proceed through a DDI at 20-30 mph without encroaching upon an adjacent lane. MoDOT's past and current designs are allowing speeds of about 25 mph."

#### 3.6.5 Environmental Justice

##### **Build Alternatives (PAGE 3-61)**

The third paragraph requires changes to recognize that the ADA provides people with disabilities the right to fully participate in all aspects of society, yet the DEIS may be precluding this minority population of people with disabilities from participating in therapeutic and other essential services necessary to

ensure equality of opportunity and full participation in American society. Although people with disabilities are not specifically defined in EO 12898 or USDOT Order 5610.2c, the environmental justice assessment should consider the ADA which was passed by Congress 14 years after President Clinton issued EO 12898 to “provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities” .

The Segment B’s environmental impact assessment should recognize the ADA and the minority community of people with disabilities benefiting from therapeutic and other essential services. The assessment should also designate ManeGait as an essential service provider for the community of people with disabilities, which is comparatively more essential than service suppliers supporting other minority groups. ManeGait is a PATH Premier Accredited Center providing essential services to people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADA.

The final sentence of the paragraph refers the reader to Appendix K for additional information about ManeGait and its services. Appendix K will also require changes noted below.

### 3.9 Protected Lands (PAGE 3-77)

#### 3.9.1.1 Public Parkland/Recreational Facilities Protected by Section 4(f)

The selection of the DEIS needs to expand on Section 4(f) protections for the Brown or Gold Alternatives (Segment B). Selection of Segment B would have a devastating impact on the Town of Prosper’s Parks, Recreation, and Open Space Master Plan and Hike and the Bike Trail Master Plan.

Segment B would render Rutherford Park and the Prosper Independent School District's planned Nature Center, along with Ladera and Wandering Creek Parks and the trail system within the Rutherford Creek Greenbelt useless or unusable.

***As a resident of Whitley Place, I STRONGLY oppose Segment B. I support retaining the Section 4(f) protection for Rutherford, Ladera and Wandering Creek Parks, along with the trail system connecting the parks.***



## **DEIS - APPENDIX K - Community Impacts Assessment Technical Report (July 2022)**

### **1. Community Facilities (by Segment Focus Area)**

#### **1. Segments A-B (PAGE 13)**

The paragraph at the bottom of page 13 requires changes to properly identify ManeGait as an essential service provider, and properly define “vulnerable populations” as a minority community of people with disabilities as recounted in the ADAA.

“Vulnerable populations” are, in fact, a minority community of people with disabilities recounted in the ADAA, and entitled to an environmental justice assessment of the potential negative environmental impacts introduced by Segment B.

ManeGait is a PATH Premier Accredited Center providing essential services to a minority population of people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADAA.

**Figure 4:** (PAGE 13) *Community Facilities Adjacent to Segments A and B.* Line 22, Additional Notes. Should be revised changing “community volunteer support” to - Equine-assisted therapy facility, providing therapeutic and other essential services to an ADAA community of Americans with Disabilities.

## **DEIS - APPENDIX M - Protected Lands**

Appendix M does not include any information about the Section 4(f) protected parks in Prosper. The Appendices requires revision/updating to describe and illustrate the Section 4(f) protected parks and trail system.

Respectfully Submitted,

Amanda L Shaw-McCaffrey

Whitley Place

3440 Spicewood Drive

Prosper, TX 75078

-----Original Message-----

From: Amber Block [REDACTED]  
Sent: Tuesday, February 7, 2023 4:23 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Txdot 380 route c&d

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,

I am a resident of McKinney, my address is 2548 FM 2933, McKinney Texas. My husband and I have owned our 11 acre property since 2011. We bought it from the original owners.

We have come to learn that despite petitions, environmental studies and the subsequent environmental recommendations, and the significantly higher amount of social impact, txdot has chosen route C over route D for the upcoming 380 bypass. As a resident who lives on FM 2933 this will devastate our ranch and our way of life.

We operate a community riding arena that is open and free for all of my neighbors to use. I also have an unofficial horse therapy program which serves at risk youth and those with mental health needs. I serve about 12 people per year. It's small, unofficial and private but my horses make a huge difference to many people. We raise honey bees and harvest hay for our agriculture business. If you were to take a look at route C you will see how this

will demolish everything we have built up over the last 13 years. Route C will go right through my outdoor arena, and brush just past my barn. So technically, no buildings would need to be moved. But my bees will be gone, my arena will be gone, my hay production will be gone and my barn will hug an eight lane highway. I'm not sure if you are familiar with horses and horse therapy but this will not work.

Since the very beginning, we have tried to be as vocal as possible to express our preference of route D, which displaces substantially less people and homes, it has much less environmental impact (as confirmed by the impact studies), and is actually a more direct route to 380. This seems to be to no avail.

Given these factors, can you help me understand why txdot would choose route C? I've been told it has to do with spur 399, however it would be very easy to tie route D into the spur. Txdot would just have to curve it a bit. Is it because they want to in effect condemn our land (no one is going to want to live by an 8 lane freeway outside their bedroom window, which is where it would be for our house). If they in effect condemn our land it will be

worthless and up for grabs for development. To me, the most obvious answer for why they would choose C is because they want our land for development. My ranch, my neighbors ranches will all made effectively useless, unable to be used what they are intended for. Is it really all about the money?

Furthermore, we were told that txdot would be making their final Routes based on environmental impact studies. Not only is Route C opposed by Texas Parks and Wildlife, it damages or destroys one of the largest remaining forested areas containing critical wetlands. I'm unfamiliar with any environmental impact study that would recommend to do this.

Something that was probably not taken into account in the environmental risk assessment is that fact that many of my neighbors, including myself have developed bee yards over the years. Not only do bees not do well with 8 lane highways, they also don't like being moved. It's highly likely that we will all loose our bees. This in itself would be an environmental catastrophe.

I look forward to hearing your response.

Sincerely,

Amber Block

214-551-3411

**From:** Amber Petrik [REDACTED]  
**Sent:** Friday, March 10, 2023 12:12 AM  
**To:** Stephen Endres  
**Cc:** Amber Petrik  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Rd to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer business and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of other citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Amber Petrik  
Homeowner at Ridge & 380  
972-679-2666

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 10:06 AM  
To: Amber Jewel [REDACTED]  
Subject: RE: NO to Segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Amber Jewel [REDACTED]  
Sent: Saturday, February 25, 2023 10:09 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: NO to Segment A

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Amber Wax

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cb4472b126f0144d1b15b08db19a68760%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131975238052647%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=OLuFxyUqGZQqk2kciuVoKFopp5xJmmOhC%2BkJmPJA%3D&reserved=0>>

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:49 AM  
To: Amber Wells [REDACTED]  
Subject: RE: 380 Bypass - Choose Route D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Amber Wells [REDACTED]  
Sent: Monday, February 27, 2023 8:17 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass - Choose Route D

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 Morning,

I am writing to voice my support for the Route D bypass, which will not affect nearly as many homes and community resources as Route C. Please consider Route D when choosing the 380 bypass.

Thank you,

Amber Wells

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthreastreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cbac359bc09fc43d3363508db19a5c192%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131971921251885%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6>

**From:** Amie Miller [REDACTED]  
**Sent:** Wednesday, March 8, 2023 7:41 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, YES to Segment B

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 morning Stephen,  
Just wanted to send an email letting you know that I live in the Stonebridge community and this 380 expansion/ segment A will absolutely decimate this community. The home values will plummet, the noise level will be off the charts, the business and homes that will be effected will be destroyed, elementary schools with children waking to and from school will be effected, the pollution it creates will cause issues, the list could go on and on. This beautiful community has been around a LONG time!! I'm having a hard time as to why Segment A is even an option when segment B cost less to do and it disrupts less and affects less already established residents and businesses. I also hear Prosper is making a ton of noise about it as well and maybe it's the squeaky wheel gets the oil? McKinney needs to step up and fight for our community. Obviously no one wants this expansion in their backyard but with all of this growth we need it. With that said I say segment B is the best option b/c it cost less from what I'm hearing and it's far less disruptive to this community and surrounding businesses for both McKinney and Prosper

Thank you -  
Amie Miller

Sent from my iPhone



-----Original Message-----

From: amina daar [REDACTED]  
Sent: Monday, January 23, 2023 1:23 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: US380 alteration

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.

To whom it may concern,

I am a resident of Willow Wood I would like to vote for the proposal of segment D Thank you, Amina M  
DAAR

Sent from my iPhone

**From:** 123amolw [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:44 PM  
**To:** Stephen Endres  
**Subject:** NO to Sefment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827

Regards,  
Amol

Sent via the Samsung Galaxy S22 Ultra 5G, an AT&T 5G smartphone

**From:** Amy Limas [REDACTED]  
**Sent:** Wednesday, March 8, 2023 10:03 AM  
**To:** Stephen Endres  
**Subject:** questions

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.

Hi Stephen,

Here are a few of my outstanding questions I would love to understand more about.

On your presentation slide, one of the reasons for selecting A is because it doesn't disrupt ManeGait, however, on the FAQ it specifically states that the study found that ManeGait wouldn't be disrupted with either route. Why would public comments (which were solicited and paid for by Darling) be considered relevant if there are no disruptions?

I would also like to know how you arrived at the 70% of comments being in favor of A. We've had so many discussions over the years about duplicate and paid advertising that included the link to the surveys. In addition to finding that Darling used 47 empty lots in Tucker Hill to submit comments in favor of A, and hundreds of businesses that weren't actually businesses submitting comments that skewed results. Please tell me how these comments were vetted, how you addressed the false and duplicate comments, and how your team evaluated comments that were paid for through advertising without proper context.

In regard to noise air pollution, was there any study done to anticipate construction noise? Seeing as how it could go on for years, shouldn't this have been included, especially if Tucker Hill and Stonebrige residents will be significantly impacted?

Lastly, for now, why did all of the districting maps and maps from the RTC show route B as early as 2021? It appeared funding from the RTC was requested for route B originally as well. What changed so late in the decision phase?

Thanks,  
Amy Limas

**From:** Amy Limas [REDACTED]  
**Sent:** Wednesday, March 8, 2023 10:03 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** questions

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.

Hi Stephen,

Here are a few of my outstanding questions I would love to understand more about.

On your presentation slide, one of the reasons for selecting A is because it doesn't disrupt ManeGait, however, on the FAQ it specifically states that the study found that ManeGait wouldn't be disrupted with either route. Why would public comments (which were solicited and paid for by Darling) be considered relevant if there are no disruptions?

I would also like to know how you arrived at the 70% of comments being in favor of A. We've had so many discussions over the years about duplicate and paid advertising that included the link to the surveys. In addition to finding that Darling used 47 empty lots in Tucker Hill to submit comments in favor of A, and hundreds of businesses that weren't actually businesses submitting comments that skewed results. Please tell me how these comments were vetted, how you addressed the false and duplicate comments, and how your team evaluated comments that were paid for through advertising without proper context.

In regard to noise air pollution, was there any study done to anticipate construction noise? Seeing as how it could go on for years, shouldn't this have been included, especially if Tucker Hill and Stonebrige residents will be significantly impacted?

Lastly, for now, why did all of the districting maps and maps from the RTC show route B as early as 2021? It appeared funding from the RTC was requested for route B originally as well. What changed so late in the decision phase?

Thanks,  
Amy Limas

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 20, 2023 10:08 AM  
**To:** Amy Limas [REDACTED]  
**Subject:** RE: questions

Amy,

Because we are in the public comment period and receiving numerous requests from the public hearing, TxDOT is now requesting the public to submit their input, comments and questions as discussed in the public hearing.

We have received several requests to meet in person by various individuals and groups and we are replying in the same way.

This is in an effort to ensure that all members of the public have an equal opportunity to express their input in the project.

After the public comment period closes and TxDOT has had the opportunity to review all of the feedback, we would be happy to setup time to discuss the project with you.

Please note that TxDOT has extended the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** Amy Limas [REDACTED]  
**Sent:** Wednesday, March 15, 2023 5:42 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Re: questions

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.

Thanks Stephen. Can you also please provide an update on when we can possibly meet?

Thank you,  
Amy

On Wed, Mar 15, 2023 at 2:19 PM Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

We are working on answers to your questions.

---

**From:** Amy Limas [REDACTED]  
**Sent:** Friday, March 10, 2023 12:47 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Re: questions

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.

Hi Stephen,

They weren't comments, they are questions. Can you please answer them?

Thanks,

Amy

On Friday, March 10, 2023, Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

---

**From:** Amy Limas [REDACTED]  
**Sent:** Wednesday, March 8, 2023 10:03 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** questions

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.

Hi Stephen,

Here are a few of my outstanding questions I would love to understand more about.

On your presentation slide, one of the reasons for selecting A is because it doesn't disrupt ManeGait, however, on the FAQ it specifically states that the study found that ManeGait wouldn't be disrupted with either route. Why would public comments (which were solicited and paid for by Darling) be considered relevant if there are no disruptions?

I would also like to know how you arrived at the 70% of comments being in favor of A. We've had so many discussions over the years about duplicate and paid advertising that included the link to the surveys. In addition to finding that Darling used 47 empty lots in Tucker Hill to submit comments in favor of A, and hundreds of businesses that weren't actually businesses submitting comments that skewed results. Please tell me how these comments were vetted, how you addressed the false and duplicate comments, and how your team evaluated comments that were paid for through advertising without proper context.

In regard to noise air pollution, was there any study done to anticipate construction noise? Seeing as how it could go on for years, shouldn't this have been included, especially if Tucker Hill and Stonebrige residents will be significantly impacted?

Lastly, for now, why did all of the districting maps and maps from the RTC show route B as early as 2021? It appeared funding from the RTC was requested for route B originally as well. What changed so late in the decision phase?

**From:** Amy Limas [REDACTED]  
**Sent:** Thursday, April 20, 2023 6:26 PM  
**To:** Stephen Endres; Ceason Clemens  
**Subject:** Comments for DEIS HWY 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.

To whom it may concern,

While many points you will find below are shared amongst residents, I ask that you address the specific points for each and every comment and question individually, as there are stated differences that apply only to my family and me.

I adamantly oppose TxDOT's current preferred alignment (Segment A) because: 1) it is fiscally irresponsible to the taxpayers costing over \$150 million more than the alternative B, 2) TxDOT applied criteria to support their decision inconsistently, and 3) TxDOT provided numerous omissions, biases, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

I believe that by selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e., TxDOT).

Please do not proceed with this project without a rigorous study of all designs and pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

There is unequivocal scientific evidence showing that highway design as well as traffic air, noise, and other pollutants are associated with human harm. Because current environmental and related laws may not require TxDOT to complete certain analyses DOES NOT remove TxDOT's moral culpability from making decisions that may put humans in harm's way.

I reside in Tucker Hill with my husband and our son, who has disabilities, that will be impacted by the construction of the 380 bypass, option A. My son, along with many special needs residents, were not identified in the study, while great significance was given to the demographic ManeGait serves periodically, and by choice, since their services are paid. My son and neighbors will be forced to live their everyday lives with significant impacts to their health and safety. In the EIS, the demographics for Tucker Hill were not identified nor studied. This shows bias towards one organization (ManeGait) that was studied in great detail versus the well-established Tucker Hill Community that was not studied to the same degree and will be much more significantly impacted on both the south and east sides by both noise and air pollution than ManeGait.



The following comments and concerns of errors or omissions in the EIS study, but they are those that I had time to uncover given time restraints and without extensive expert consultation.

Per the required processes, I respectfully request that TxDOT address each individual comment, concern, issue and request mentioned below, which are organized and embedded within 14 main topics. In addition, please answer each specific question posed under each main topic.

I. The facts as TxDOT presents them appear to support Segment B over Segment A. Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B. Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.

Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.

Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the long-term, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.

TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.

TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

TxDOT also asserts that Segment A avoids impact to “ManeGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over ManeGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of ManeGait. The founder of ManeGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion. I personally addressed this issue in writing and in person with TxDOT and requested that TxDOT make a public statement correcting the misleading information about the protected groups of individuals. To date, I am not aware of any corrective measures.

Based on the facts above and in direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

Questions:

- Explain in detail, based on the optimal choice. If factors other than those listed here and in the matrix were used in the decision, please list them, including political persuasion.
- Explain why TxDOT did not publicly correct any public statements that could have misled the public in thinking that ManeGait provides “essential” services to individuals with special needs.
- Explain why there are discrepancies in the use of the criteria used to choose segment C vs D compared to segment A vs B. Noted differences C mentions the cost being less than D, but the cost of B being less expensive than A is not considered. Segment B also affects less major utilities (2) than A (7) but was provided as a rationale for choosing C (2) over D (6). The same is true for residential impacts. It states that B impacts more homes (2) than A (5), yet C impacts 10 homes and D, 7. Additionally, throughout the entire study bias is shown toward future development over existing development.

“The Gold Alternative (B+E+D) results in substantial impacts to existing and planned infrastructure including major utilities, and planned developments; creates a more substantial physical and visual barrier between neighborhoods already separated by existing US 380 and Bloomdale Road; potentially displaces 22 residences (W/Spur and W/O Spur) and 20 businesses (22 businesses W/Spur); permanently impacts 1.36 acres of wetlands and 6,167 LF of streams W/O Spur (1.36 acres and 6,783 LF W/Spur); temporarily impacts 14.95 acres of wetlands and 9,010 LF of streams W/O and W/Spur; crosses 267 acres of 100-year floodplain W/O Spur (273 acres W/Spur); and results in 395 receptors impacted by traffic noise (includes future residences to be constructed and occupied before the ROD) and with 303 of the receptors experiencing a substantial increase in noise. The Gold Alternative would include construction of six noise barriers.”

. Simply stating that “many factors” are used or referring me back to documents to read is unacceptable. Provide explanations in layman’s terms.

## II. Noise Pollution

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around ManeGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber ManeGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

## Noise Pollution

### Facts:

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- 
- Only one barrier on the south side (west of the entrance) of Tucker

- Hill was evaluated and the East side or Loop North of Tucker Hill.
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- 
- 
- Studies performed around ManeGait seem to demonstrate bias compared to those around Tucker Hill given the proximities.
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- 
- 
- Tucker Hill - Not properly addressed in the study nor invited to future noise studies by TxDOT per the Noise Barrier Analysis slide, although Tucker Hill is surrounded on both the south and east side by option A.
- 
- 
- 
- Tucker Hill was labeled as standard residential with an acceptable NAC level of 67. Tucker Hill is not a standard residential community by design.
- 
- 
- 
- 
- Special Needs children and adults, veterans, and elderly living in Tucker Hill were not considered impacted in the study
- 

Evidence:

<https://docs.google.com/document/d/1vV7NCKGdaKaBcbhbvd02LKuKzMMmrKRkk3y0UluveiE/edit?usp=sharing>

Barrier Info:

<https://docs.google.com/document/d/1MtUwXw4JSixnNIL9xAE6sfzCy6YfjDwPj0I272DEFjM/edit?usp=sharing>

Video from our resident noise expert : <https://youtu.be/rdXIXvtXVA4>

Questions:

- In layman's terms explain the methods and result of the noise study, including weakness of the study.
- Where were the sound receptors placed in the original noise study.
- Was the proposed highway along the south and east of Tucker Hill assessed and used in the predictive sound models models?
- Were the demographics (e.g., age, disabilities) of residents potentially susceptible to noise in Tucker Hill and Stonebridge Ranch identified / studied? If so, please provide that data. If not assessed explain why not.
- Explain in layman's terms the validation study used within the noise study.
- Why was only 1 day of data used to validate the noise study predictions? What time of day was the data for the validation study collected and what was the time frame of sampling (e.g., 10 minutes, 60 minutes)?
- Why wasn't Tucker Hill classified as a Category A community?
- Explain how potential harm to a human outweighs the costs of sound barriers.
- What are the possible harms associated with traffic noise as outlined in the current scientific literature?
- Did the DEIS noise study take into account the shift of the alignment closer to Tucker Hill on the east side of Tucker Hill?
- What is the rational for making the alignment shift closer to Tucker Hill and away from Billingsley's property?

### III. Community Impacts

TxDOT incorrectly identified a single impact study as the only community spaces and without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day.

Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Large groups of High School students regularly come to take photos in our parks during special events (e.g., prom, homecoming). Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) that use these facilities. Once again, this is an egregious omission and appears to show substantial bias for ManeGait, not yet built parks in Prosper, and other facilities that serve guests as opposed to residents.

Evidence - Page 12 [https://www.keepitmovingdallas.com/sites/default/files/docs/APPENDIX%20K%20-%20Community%20Impacts\\_0.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/APPENDIX%20K%20-%20Community%20Impacts_0.pdf)

Tucker Hill - Community Spaces and Amenities <https://tuckerhilltx.com/parks-trails-open-spaces/>

Turkey Trot - <https://tuckerhilltx.com/wp-content/uploads/2020/11/2017-Turkey-Trot.2.jpg>

#### Questions:

Were the demographics (e.g., age, disabilities) of residents and community visitors who use Tucker Hill facilities and participate in events been identified / studied? If so, please provide that data. If not assessed explain why not.

#### IV. Aesthetic Impacts

TxDOT has not completed the required aesthetic impact analysis for the whole project including portions of the preferred alignment that surround Tucker Hill on the South and East sides as well as other neighborhoods.

#### Questions:

- Why was the aesthetic impact around Tucker Hill, Billingsley property, and the West Grove retail and cultural development not assessed?
- What are the aesthetic impacts (positive and negative) of the A alignment noted above.

#### V. Traffic Analysis

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using linear regression analyses could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

#### Questions:

- Has an updated traffic analysis been completed using a valid baseline year? If so, present the results including a side by side comparison of the original results using the invalid year with results from the updated model.
- Are TxDOT's population growth estimates consistent with other government agencies? If not, why not. Please validate your population estimates and report validation methodologies and results.

## VI. Two 90 degree curves

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### Questions:

- What is the increased risk of accidents for the two 90 degree curves designed into alignment A studied when compared to the risk of alignment B, which has no sharp curves?
- Why didn't TxDOT study this issue?
- What is the expected speed decrease required for the 90 degree curves?
- What is the projected increase in noise and pollution impacts caused by rapid deceleration and acceleration caused by the two 90 degree curves?

## VII. Community Cohesion

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

Concluding that the current HWY 380 is already a severing barrier; therefore, the new alignment will not have a negative community and cultural impact is incorrect. Me, my family, and many residents cross Hwy 380 on bike or foot regularly to enjoy the Stonebridge Ranch trails or walk to restaurants and stores about a ½ mile away (e.g., Fuzzy's Taco, EJ Willis Pub, Circle K). We are also looking forward to the ability to walk to the new Whole Foods grocery store and entertainment and dining venues of West Grove less than a mile away. This will be impossible for anyone living on the North side of alignment A if it is chosen.

Evidence: 3.6.4 Community Cohesi

DEIS <https://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20APPROVED%20US380%20MCKINNEY%20DEIS%202023-01-02.pdf>

Prosper ISD Zoning Map <https://www.prosper-isd.net/cms/lib5/TX01918217/Centricity/ModuleInstance/60718/Attendance%20Zones%20Elementary%202223.pdf>  
<https://www.prosper-isd.net/cms/lib5/TX01918217/Centricity/ModuleInstance/60718/Attendance%20Zones%20High%202223.pdf>

McKinney GIS Subdivision Map -

<https://www.mckinneytexas.org/DocumentCenter/View/15198/Subdivisions?bidId=>

Email from Fuller to TxDOT 2/26/23

[https://docs.google.com/document/d/1\\_w3yY5eMwLdD8UVI1OPz7yTuxQu2PL6B33usLFGvqkE/edit?usp=sharing](https://docs.google.com/document/d/1_w3yY5eMwLdD8UVI1OPz7yTuxQu2PL6B33usLFGvqkE/edit?usp=sharing)

Questions:

- Explain how residents living north of 380 will be able to walk or bike across 380 to enjoy the walking paths, shops, restaurants, and stores if segment A is built?
- How is TxDOT going to address the school district issues as described above.

#### VIII. Construction and Noise Pollution

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood? Seconds matter in an emergency.

Questions:

- How much longer will it take for EMS to get into Tucker Hill and other neighborhoods and deliver someone to the Baylor Scott & White Hospital 1 mile away during construction and after the alignment A is built.
- Will the noise and air pollution during construction put someone at risk for health problems? If TxDOT's position is no, then please prove this position with valid data.
- Was construction and noise pollution for both the south and east portions of the alignment that surround Tucker Hill considered? If so, please describe in layman's terms how it was analyzed and what the results were.
- Did TxDOT assess the number of residents that would be affected by construction disruptions as well as delayed EMS services that have a pre-existing health condition? If so, please present the data. If not, why not?

#### IX. Shift Closer to Tucker Hill

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current

residents. It is impossible to fully ur without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

Questions:

- Why was this shift made? Include information about it's impact on Billingsley's property.
- Are the analyses in current DEIS based on this shift? If so, list all analyses that took this shift into account (e.g., air & noise pollution, aesthetic impact, environmental impact).

#### X. Air Pollution

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented in the scientific literature. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown into and settle on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH, and the prevailing winds are from the south and south-east. It appears that an additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

Questions:

Even if not required to be measured by TxDOT, what are the currently known traffic air pollutants considered toxic that may pose a risk to humans?

Why was 1 mile an hour wind used in the air pollution models versus the actual average wind speed in McKinney?

Was air pollution modeled taking into account the south and east portions of the proposed Hwy that surrounds McKinney?

Was wind direction taken into account in the predictive models? If not, why not?



## XII. Quality of Comments Collected

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### Questions:

- Did TxDOT vet comments for validity?
  - Why were invalid comments not stricken from the record and the public was not made aware?
- Why was the evidence submitted to TxDOT not considered?

Evidence - From Zach Schnider's - Darling's son in law's IP address

<https://docs.google.com/spreadsheets/d/1f0Jo01FNsV7a1xBHJhWYLIswmES6oRBdUZJ4DRjAya4/edit?usp=sharing>

## XIII. NEPA

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

XIV. In order to ensure resolution and the creation of the best project possible, I request that: TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS. Ensure that any Final Environmental Impact Statement (FEIS) has a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

It was brought to my attention that the water supply cannot meet the growth demand projected in this study. Why are you not taking the water supply into account when planning to build a highway for unsustainable demand.

Sincerely,  
Amy Limas

See attached link for more details and evidence



**From:** Amy Miller [REDACTED]  
**Sent:** Tuesday, April 18, 2023 7:00 AM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass

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.

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Amy Miller

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:41 PM  
**To:** Amy Randall [REDACTED]  
**Subject:** RE: Comment on proposed construction//McKinney

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Amy Randall [REDACTED]  
**Sent:** Saturday, February 25, 2023 8:39 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Comment on proposed construction//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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:48 AM  
**To:** Amy Thompson [REDACTED]  
**Subject:** RE: US380 Bypass NE McKinney: Oppose C, Support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Amy Thompson [REDACTED]  
**Sent:** Monday, February 27, 2023 4:55 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380 Bypass NE McKinney: Oppose C, Support D

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 am writing to express my strong preference for Segment D for the US380 Bypass targeted for NE McKinney.

I am a resident of Collin County and live in Allen, but my in-laws live in McKinney and are one of the at least 29 private residences that will be directly impacted if Segment C is chosen. **Segment C would result in a 6 lane highway 200 feet from their house.** Their land is a working farm, with cattle and horses, hay and pecan harvesting, and is a frequent gathering spot for our family, including my 3 boys. I know it's easy to look at the numbers and see just that - numbers. But their land is their home - it is a peaceful and beautiful retreat, which will be completely ruined if Segment C is chosen.

Based on everything I have seen and read, Segment D is by far the logical choice for the bypass, as it will have significantly less impact on residences and businesses. I urge you to consider the following points as this decision is reached:

- **Segment C affects and displaces significantly more homes, businesses and community resources:**
  - Segment D will only impact 7 private residences, while **Segment C will impact 29 private residences.**
  - Segment D will only impact 4 businesses, while **Segment C will impact 15 businesses.**
  - Segment D will impact 0 community resources, while **Segment C will impact 7 community resources.**
- **Segment C would divide residential and farming/ranching communities.**
- **Segment C would severely damage one of the largest remaining forests in central Collin County.**
- **Segment C would destroy 71% more acres of forests and woodlands, and 141% more acres of grassland and prairie.**
- **Segment C would disturb wetlands and suitable habitats for threatened species,** and wildlife including beavers, river otters, turtles, migratory and non-migratory birds and frogs.
- **Segment C is strongly opposed by Texas Parks and Wildlife.**
- **Segment C would have worse traffic performance,** including lower traffic capacity, longer travel times, slower travel speeds and more elevation changes.

Segment D is clearly the best option. I question why C is even being considered given all of the above. Please do the right and logical thing, and support Segment D.

Thank you,  
Amy Thompson

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A Texas Department of Transportation message



**From:** Andrea [REDACTED]  
**Sent:** Monday, April 17, 2023 4:58 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Andrea Davila

Sent from my iPhone

**From:** Andrea & Jason Erter [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:13 PM  
**To:** Stephen Endres  
**Subject:** NO to 380 Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Andrea Erter

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Monday, March 6, 2023 11:17 AM  
To: andrea vega [REDACTED]  
Subject: RE: 380 Bypass NE McKinney: Oppose C, Support D 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: andrea vega [REDACTED]  
Sent: Monday, March 6, 2023 9:56 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass NE McKinney: Oppose C, Support D 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.

- \* C severely damages one of the largest remaining forests in central Collin County.
- \* C destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- \* C disturbs the wetlands that serve as a refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- \* C eliminates a large area of suitable habitat for endangered/threatened species.
- \* C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).
- \* C divides residential and farming/ranching communities.
- \* C affects and displaces significantly more homes, businesses, and community resources.
- \* C has worse traffic performance (lower traffic capacity, slower travel speeds, and more elevation changes).

Sent from my iPhone

[A Texas Department of Transportation (TxDOT)  
message] <<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-fety%2Ftraffic-safety->

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:40 PM  
**To:** Andrew B [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Andrew B [REDACTED]  
**Sent:** Saturday, February 25, 2023 7:42 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of **Segment A** and support **Segment B**.



**From:** Andy Martin [REDACTED]  
**Sent:** Thursday, March 16, 2023 10:12 AM  
**To:** Stephen Endres  
**Subject:** No to Segment A, Hwy 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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Andrew Martin  
1512 Canyon Wren Dr  
Mckinney

Andrew McCaffrey  
Whitley Place  
3440 Spicewood Drive  
Prosper, TX 75078

US 380 - Coit Road to FM 1827, Collin County, Texas  
CSJs 0135-02-065, 0135-03-053, & 0135-15-002

Comments on Draft EIS (2023-01-02)

My name is Andrew McCaffrey, I join the comments provided by some of my neighbors in Whitley Place by providing the following comment:

### Environment Justice - Low Income and Minority Populations

Section 2.3.2 Comparison of Reasonable Alternative does not consider the Americans with Disabilities Act, Amended 2008 (ADAA) (42 U.S.C. 12101), in its environmental justice assessment.

It is unfortunate that TxDOT did not consider the ADAA and the minority population of people with disabilities in the Draft Environmental Impact Statement (DEIS). Minority populations are normally identified with census tract data. However, populations of persons with disabilities are very diverse and dispersed throughout the community and region, which makes it impossible to use census tract data to identify people with disabilities as a minority population. People with disabilities are also protected by HIPAA, which restricts access to individuals' health information.

The ADAA was passed by congress 14 years after President Clinton issued Environmental Justice Executive Order (EO) 12898. The EO's purpose is to achieve environmental protection for all communities, which today, by way of the ADAA, includes the minority populations of people with disabilities.

TxDOT, in its Community Impacts Assessment Technical Report (DEIS - Appendix K), acknowledges, "Vulnerable populations (e.g., people with disabilities and children), during the US 380 Feasibility Study." However, a meaningful assessment would have included the ADAA in the DEIS's environmental assessment. EO12898 (Environmental Justice) directs federal agencies to "identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law."

Unfortunately, while TxDOT continued in the process of selecting a preferred route for U.S. 380 none of the reports, including US 380 Feasibility Study, Community Impacts Assessment Technical Report, and the DEIS, considered the ADAA or the purposes of the Act. The

purposes of the ADAA are “to carry out the ADA's objectives of providing ‘a clear and comprehensive national mandate for the elimination of discrimination’ and ‘clear, strong, consistent, enforceable standards addressing discrimination’ by reinstating a broad scope of protection to be available under the ADA.” The ADAA reinforces the right of people with disabilities to fully participate in all aspects of society, because “people with physical or mental disabilities are frequently precluded from doing so because of prejudice, antiquated attitudes, or the failure to remove societal and institutional barriers.”

The Environmental Justice (EO 12898) assessment should consider the ADAA and the minority community of people with disabilities. The community cannot be determined by census track data, but the DEIS Study Area’s population benefiting from needed therapeutic and other services, in all fairness, represents a minority community of people with disabilities. The assessment should give weight to public comments supporting ManeGait’s community of people with disabilities and the therapeutic services they receive, because a majority of the people with disabilities may not be able to speak for themselves.

## **RECOMMENDED CHANGES TO FINAL EIS**

**DEIS US 380 McKinney, Coit Road to FM 1827, Collin County, Texas; CSJ  
0135-02-065, 0135-03-053, & 0135-15-002 (December 2022)**

### **2.3.2 Comparison of Reasonable Alternatives (PAGE 2-30)**

***Community Facilities*** (PAGE 2-31) - Should identify ManeGait as a facility providing essential therapeutic and other services to a minority population of people with disabilities as recounted in the ADAA.

**Figure 2-15 Continued: Alternatives Comparison Matrix** (PAGE 2-34)

The line in the matrix referring to Low-Income and Minority Populations & the columns for Brown and Gold Alternatives, requires revision. “Are there EJ communities that will suffer disproportionately high or adverse impacts - yes or no?” The answer is YES!

YES - 1: A minority population of people with disabilities, as recounted in the ADAA, may suffer disproportionately high or adverse impacts. The minority community cannot be determined by census track data, but the DEIS Study Area recognizes the minority population of people with disabilities that are benefiting from therapeutic and other essential services provided by ManeGait.

#### 3.6.3.4 Neighborhood Access and Travel Patterns

##### **Purple Alternative (A+E+D) (PAGE 3-53)**

I support the traditional alternative design for the N. Custer Road and US 380 interchange which TxDOT presented at the DEIS public meetings. It is debatable whether the diverging diamond interchange (DDI) will improve safety. In fact, it may create an unsafe interchange.

The Missouri Department of Transportation (MoDOT) published a Technical Report (Missouri's Experience with a Diverging Diamond Interchange) in May 2010. The report points out the advantages of DDI as well as the disadvantages, which suggests the design may not be applicable for N. Custer Road with its 50 mph speed limit. The first disadvantage identified in the technical report is the speed of through traffic. "MoDOT's experience is that, for through traffic, it is desirable for regular passenger vehicles to be able to proceed through a DDI at 20-30 mph without encroaching upon an adjacent lane. MoDOT's past and current designs are allowing speeds of about 25 mph."

#### 3.6.5 Environmental Justice

##### **Build Alternatives (PAGE 3-61)**

The third paragraph requires changes to recognize that the ADAA provides people with disabilities the right to fully participate in all aspects of society, yet the DEIS may be precluding this minority population of people with disabilities from participating in therapeutic and other essential services necessary to ensure equality of opportunity and full participation in American society. Although people with disabilities are not specifically defined in EO 12898 or USDOT Order 5610.2c, the environmental justice assessment should consider the ADAA which was

passed by Congress 14 years after President Clinton issued EO 12898 to “provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities” .

The Segment B’s environmental impact assessment should recognize the ADA and the minority community of people with disabilities benefiting from therapeutic and other essential services. The assessment should also designate ManeGait as an essential service provider for the community of people with disabilities, which is comparatively more essential than service suppliers supporting other minority groups. ManeGait is a PATH Premier Accredited Center providing essential services to people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADA.

The final sentence of the paragraph refers the reader to Appendix K for additional information about ManeGait and its services. Appendix K will also require changes noted below.

### 3.9 Protected Lands (PAGE 3-77)

#### 3.9.1.1 Public Parkland Recreational Facilities Protected by Section 4(f)

The selection of the DEIS needs to expand on Section 4(f) protections for the Brown or Gold Alternatives (Segment B). Selection of Segment B would have a devastating impact on the Town of Prosper’s Parks, Recreation, and Open Space Master Plan and Hike and the Bike Trail Master Plan.

Segment B would render Rutherford Park and the Prosper Independent School District’s planned Nature Center, along with Ladera and Wandering Creek Parks and the trail system within the Rutherford Creek Greenbelt useless or unusable.

***As a resident of Whitley Place, I STRONGLY oppose Segment B. I support retaining the Section 4(f) protection for Rutherford, Ladera and Wandering Creek Parks, along with the trail system connecting the parks.***

## **DEIS - APPENDIX K - Community Impacts Assessment Technical Report (July 2022)**

### 3.4 Community Facilities (by Segment Focus Area)

#### **3.4.1 Segments A-B (PAGE 13)**

The paragraph at the bottom of page 13 requires changes to properly identify ManeGait as an essential service provider, and properly define “vulnerable populations” as a minority community of people with disabilities as recounted in the ADAA.

“Vulnerable populations” are, in fact, a minority community of people with disabilities recounted in the ADAA, and entitled to an environmental justice assessment of the potential negative environmental impacts introduced by Segment B.

ManeGait is a PATH Premier Accredited Center providing essential services to a minority population of people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADAA.

**Figure 4:** (PAGE 13) *Community Facilities Adjacent to Segments A and B*. Line 22, Additional Notes. Should be revised changing “community volunteer support” to - Equine-assisted therapy facility, providing therapeutic and other essential services to an ADAA community of Americans with Disabilities.

## **DEIS - APPENDIX M - Protected Lands**

Appendix M does not include any information about the Section 4(f) protected parks in Prosper. The Appendices requires revision/updating to describe and illustrate the Section 4(f) protected parks and trail system.

**From:** Andy Baragona [REDACTED]  
**Sent:** Wednesday, March 8, 2023 8:06 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Andy Baragona



**From:** Angee Webb [REDACTED]  
**Sent:** Friday, March 10, 2023 8:18 AM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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.

Hello,

I am a resident of Tucker Hill, live on Grassmere, and back up to the land that the bypass will encroach on. I have recently found out it may be pushed even closer to me to avoid the construction that Billingsley is about to start. I am a single mom and my home is the biggest investment I have. I am staying here forever. Tucker Hill is magical and has been a safe haven for me and my son. This will not only ruin our paradise but also affect my real estate value. I'm begging you all to reconsider this plan.



Thank you,  
Angee Webb  
2304 Grassmere Lane  
Mckinney

**From:** Angee Webb [REDACTED]  
**Sent:** Thursday, April 20, 2023 8:54 AM  
**To:** Stephen Endres  
**Subject:** 380 bypass Segment A concerns

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.

To whom it may concern:

I am a resident in Tucker Hill live at 2304 Grassmere Lane. I have a 10 year old son and am extremely concerned with the choice of segment A vs. B for numerous reasons. Thank you for your time and consideration with my concerns below.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical

analyses and portions are in those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that :

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the long term, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

● TxDOT also asserts tha

Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on MainGait is unwarranted and has stated Segment B “would not make the MainGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that MainGait stated and TxDOT perpetuated the false claim that MainGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, than Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable.

Tucker Hill is a “front porch” that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGate and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the “No Build vs Build scenarios”. At that time, TTI deemed that the growth rates used in the revised study were acceptable for

“short-term growth (from 20: addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT’s conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears

to be an impact to the Prosper

Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to



mitigate air pollution in the 3  
quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

## Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

## Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

## Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

## Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)

2. [Transportation Research capacity, demand, and vehicle based strategies](#)

Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
  3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
  5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
  6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
  7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
  8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
  9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)
  10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
  11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
  12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
  13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking' in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)

18. [Fertility and Sterility 2018 Prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)
35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)

44. [Environmental Health 2  
brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-  
Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-  
related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's  
disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-  
related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of M  
yocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-  
related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive  
Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution A  
Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, I  
PCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced  
Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of  
Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine p  
articles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of  
Health Hazards](#)

5. [Environmental Science & Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and roadwear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)
19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)



4. [Environmental Research](#)  
[hicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM<sub>2.5</sub>\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM<sub>2.5</sub> on the human respiratory system](#)
17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health.](#)
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

**From:** Angela Lamb [REDACTED]  
**Sent:** Friday, March 24, 2023 2:51 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Angela Lamb

Sent from my iPhone



**From:** Angie Ahrens [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:12 PM  
**To:** Stephen Endres  
**Cc:** Sean Ahrens  
**Subject:** I oppose Segment A

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 Sir,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. I have many concerns about the area between Ridge and Stonebridge being used as a merging point for the 380 bypass and University. I have reviewed the slides and info presented by TXDOT at length. I see that the TxDOT existing option, Segment B, will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, be more environmentally friendly and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. Another concern is the number of student or young drivers who use that stretch of road to get to high school. I foresee more traffic accidents than current due to merging, turning and speed changes in the area. Loss of life is obviously a huge concern in traffic accidents on highways and must be considered. Segment B removes the extra risk caused by changing traffic patterns. Given the evidence presented thus far, I don't see a good reason to consider Segment A as an option.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Angie Ahrens

[Sent from Yahoo Mail for iPhone](#)

**From:** Ann Carrell [REDACTED]  
**Sent:** Wednesday, March 8, 2023 10:03 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Ann Carrell

**From:** Ann Lunsford [REDACTED]  
**Sent:** Sunday, March 12, 2023 7:57 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPad

**From:** Ann Olsen [REDACTED]  
**Sent:** Wednesday, March 15, 2023 9:11 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX, I **strongly OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Staying with Option will negatively impact existing and future businesses (that drive revenue to the County and State), housing (also drives significant tax revenue) and families (many many many will leave the City they have come to love).

Sincerely,  
Ann Olsen  
1200 Peacham Court  
McKinney TX

**From:** Anna Block [REDACTED]  
**Sent:** Thursday, March 16, 2023 3:58 PM  
**To:** [REDACTED]; Stephen  
Endres  
**Subject:** Change 380 bypass from route C to D

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.

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

Sincerely,  
Anna Block



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I am a long time resident of McKinney, and am deeply against prop C for changing the roads. It will effect a horse facility where I board and many residences and other businesses. This change will all but destroy the peaceful atmosphere many of us enjoy @ Tara Royal Equestrian Center. I am in favor of option D.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: ANNE MARIE HANSON

Address: 1508 Shady Bend Drive

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney TX 75071

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 9:01 AM  
**To:** April Williams [REDACTED]  
**Subject:** RE: 380 Bypass Object to Route C

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** April Williams [REDACTED]  
**Sent:** Friday, February 17, 2023 12:22 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass Object to Route C

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.

I strongly object to route C it make zero sense to distrust that many homes when Route D does not. Even looking at the map the proposed Route C makes zero sense to me.  
April Williams

**From:** Arnab arnab [REDACTED]  
**Sent:** Wednesday, April 19, 2023 12:26 PM  
**To:** Stephen Endres  
**Subject:** TxDot Row

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 Stephen,

I am writing to express my strong opposition to TxDOT's plans to acquire my commercial property on the NEQ of US Highway 380 and Walnut Grove Road in McKinney. As per our lease contract, we are about to begin construction of a multi-tenant building for my tenants, and the proposed acquisition will significantly disrupt their lives, as well as those of countless small businesses and their employees across Texas.

Relocating businesses, customers, and employees will cause considerable inconvenience, not to mention the fact that the acquisition of land for the bypass will undermine the property rights of local landowners. Additionally, I am concerned that the proposed compensation for the acquisition of these properties is much lower than their actual worth, leading to financial hardship for many business owners, including myself.

In contrast, I believe that the city of McKinney's resolution for an alternative route (Segment B) is a much better option. Therefore, I urge you to reconsider the proposed ROW bypass (Segment A) and find alternative solutions that do not require the acquisition of land. Our community deserves better, and it is crucial that we work together to find a solution that benefits all stakeholders.

Finally, I want to emphasize that I strongly oppose the acquisition of my property, as it will cause significant hardship for my family. Thank you for your time and consideration.

Best regards,  
Arnab Paul



**From:** Ashley Hack [REDACTED]  
**Sent:** Friday, March 10, 2023 10:48 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Re: NO to Segment A, YES to Segment B

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.

Thank you, my children attend McClure elementary school, and there are many concerns with the current proposal.

On Fri, Mar 10, 2023 at 12:04 AM Ashley Hack [REDACTED] > wrote:

Stephen, please hear us out...

Comment: NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Ash Hack  
469-410-2635

**From:** Ashley Hack [REDACTED]  
**Sent:** Friday, March 10, 2023 12:04 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, YES to Segment B

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.

Stephen, please hear us out...

Comment: NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Ash Hack  
469-410-2635

**From:** ashley holley [REDACTED]  
**Sent:** Friday, March 24, 2023 9:00 PM  
**To:** [REDACTED]; Stephen Endres;  
[REDACTED]  
**Subject:** US 380 Bypass

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.

US 380 Bypass NE McKinney

Oppose C (Catastrophe) and Support D (Decent)

Reasons

- C severely damages one of the largest remaining forests in central Collin County • C destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- C disturbs the wetland that serve as refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- C eliminates a large area of suitable habitat for endangered/ threatened species.
- C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).
- C affects and displaces 383% more homes (29 vs. 6), 300% more businesses (16 vs. 4), and more community resources.
- Most importantly, this will ruin our family home, our family property where we have multiple rescue horses, cows, donkeys, chickens, dogs, and cats. The property that my kids get to grow up spending time with their grandparents. All the memories we've made and want to continue making. This is the property where we spend EVERY holiday together with the whole family. It's not right that you can take that from us. How much blood, sweat, and tears went into creating and building our family home, taking care of all these animals. Option D just makes the most sense. Less families will be destroyed by this plan. Thank you for taking the time to read this, God bless.

-Ashley

Sent from my iPhone

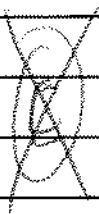


**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Our 2 kids are growing up on this property where my husband & I got the privilege to live! This would greatly affect my family! Our 2 kids 2 & 2 wouldn't get to live with their grandparents anymore. This land is where we have all the holidays & get together! This land that my father-in-law works so hard to keep nice & clean so everyone can enjoy it. Also the horses, cows, donkeys that we raised.



PLEASE DON'T PUT THIS ROAD THROUGH THIS PROPERTY!  
- Ashly

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Ashly Swain

Address: 2280 COUNTY RD 338

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: MCKINNEY, TX 75071

**From:** Ashok Ramasamy [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:58 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Ashok Ramasamy

**From:** Athena Smith [REDACTED]  
**Sent:** Wednesday, March 15, 2023 7:33 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Athena Thomas

**From:** [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:50 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:51 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:40 PM  
**To:** Barbie Andrews [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Barbie Andrews [REDACTED]  
**Sent:** Saturday, February 25, 2023 7:46 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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 a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Barbara Andrews

**From:** Barbara Dailey [REDACTED]  
**Sent:** Wednesday, April 19, 2023 12:22 PM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

I oppose segment A - it costs more money and will displace more businesses and established homes.

Sent from my iPhone

**From:** Maggie Bahe [REDACTED]  
**Sent:** Wednesday, March 29, 2023 8:01 AM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Barbara Glass

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:17 AM  
**To:** Barbara Holden [REDACTED]  
**Subject:** RE: 380 Bypass NE McKinney: “Oppose C, Support D 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Barbara Holden [REDACTED]  
**Sent:** Monday, March 6, 2023 9:56 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass NE McKinney: “Oppose C, Support D 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 Stephen,

C severely damages one of the largest remaining forests in central Collin County.

C destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.

C disturbs the wetlands that serve as a refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.

C eliminates a large area of suitable habitat for endangered/threatened species.

C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).

C divides residential and farming/ranching communities.

C affects and displaces significantly more homes, businesses, and community resources.

C has worse traffic performance (lower traffic capacity, slower travel speeds, and more elevation changes).

Please oppose Segment C and make Segment D the preferred route.

Signed,

A very concerned resident,  
Barbara Holden

---

A Texas Department of Transportation message



**From:** Barbara Sandt [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:46 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Barbara Sano [REDACTED]  
**Sent:** Thursday, April 20, 2023 11:08 PM  
**To:** Stephen Endres  
**Cc:** Barbara Sano  
**Subject:** TXDOT's Preference Regarding 380 Expansion/Bypass

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.

April 20, 2023

To Whom It May Concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 MILLION more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that has swayed TXDOT's position, and I condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, RATHER THAN WHAT IS DESIRABLE FROM THE STANDPOINT OF THE AGENCY (TXDOT).

THE FACTS AS TXDOT PRESENTS THEM APPEAR TO SUPPORT SEGMENT B OVER SEGMENT A:

- Segment B displaces fewer homes (2 vs 5)
- Segment A is one mile longer
- Segment A has 6 new interchanges, rather than 5 in Segment B
- Segment A has 7 potential major utility conflicts, versus 2 for Segment B
- Segment A displaces 15 businesses, versus zero businesses for Segment B
- Segment B has less of an environmental impact, as Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acres of forests, prairies and grasslands. Also, Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years.
- Segment B will not impact any hazardous material sites, and TXDOT has identified 2 with Segment A
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway and there will be TWO (2) 90 DEGREE CURVES very close to two subdivisions (Tucker Hill and Auburn Hills). This makes no sense to me at all! This will increase the safety risk of drivers greatly.
- TXDOT appears to be prioritizing the impact of unidentified future residents, developers, etc. over the impact to existing McKinney residents. We built our home in Tucker Hill in 2014 and that feels like a slap in the face to me.
- And the ManeGait issue, which has been portrayed as a great "public concern". We are in no way diminishing the value of ManeGait to the people it serves. But what about the neighbors

we have in Tucker Hill, along with other McKinney residents who will be greatly impacted by Segment A ... senior citizens (as I am), veterans, many children, neighbors with disabilities, neighbors fighting cancer and other diseases, children with autism, learning disabilities, etc. It's no secret to anyone that Bill Darling pulls a lot of weight in McKinney and Prosper, and this decision has made it even more apparent.

Many of us feel that there are flaws in the underlying TXDOT analysis and interpretation of the EIS. Here are some of my main concerns, but this is by no means all of them:

#### NOISE POLLUTION:

The TXDOT study was flawed and biased. I have researched and found so much literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community (unbelievable). One of the reasons we were drawn to Tucker Hill is because of the "front porch community" it marketed. And now TXDOT wants to build an enlarged highway to our SOUTH and EAST!

A new noise study must be done with more receptors, and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option.

#### COMMUNITY IMPACTS:

I believe someone from TXDOT needs to actually come visit our neighborhood and actually talk to residents, because the community impact study was extremely flawed.

#### TWO 90 DEGREE CURVES:

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments. Can you actually stand back and look at Segment A and feel good about building these two curves, and so close together? How many accidents, injuries, and even deaths will be caused by this poor design.

#### COMMUNITY COHESION:

As a resident of Tucker Hill, I already feel like we are separated from McKinney because of the school district Tucker Hill's children attend. Now you are wanting to separate our kids (with a major highway) from the elementary school that they attend, which is Reeves Elementary in Auburn Hills. We will also be separated from our neighbors on the south and east of us, so we will basically be completely separated from McKinney.

#### CONSTRUCTION:

I would like to know all the potential impacts during construction for both proposed Segments A and B. Also, how can we safely access our neighborhood during construction if you go with Segment A. And what about emergency vehicles, etc.? I would really like to have answers to these two questions.

#### SHIFT CLOSER TO TUCKER HILL:

This came as a huge surprise to many of us, and I can't believe it's even been suggested, or considered!!  
FUTURE DEVELOPMENT SHOULD NEVER COME BEFORE ESTABLISHED NEIGHBORHOODS, ETC. WHEN MAKING DECISIONS THAT WILL IMPACT CURRENT RESIDENTS.

#### AIR POLLUTION:

I also did a lot of research on this and came away very concerned about having a highway so close to us. Winds in McKinney predominantly blow from the South and Southeast, which will greatly affect



Tucker Hill. It appears that the model for the air pollution study used by TXDOT utilized an airspeed of 1 MPH?? I decided to check the airspeed a couple of days last week. On a beautiful morning with hardly any breeze, the airspeed was 7 MPH. On a fairly windy afternoon, the airspeed was 18 MPH in our courtyard (and this is not unusual at all). Air pollution is a documented public health emergency and can affect every organ in the body. This is also another major concern of mine and would like it addressed.

I strongly disagree with the conclusions that TXDOT came up with, and am requesting that:

- TXDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision.

Thank you for your consideration.

Barbara Sano  
7421 Ardmore Street  
McKinney, TX 75071  
210.860.0745

Sent from [Mail](#) for Windows

**From:** Barna Paul [REDACTED]  
**Sent:** Thursday, April 6, 2023 10:31 PM  
**To:** Stephen Endres  
**Subject:** TXDOT Row bypass protest: reconsider to alternative Segment “B”

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 Stephen,

I am writing to express my opposition to the TxDOT plans to acquire my commercial property that is located on NEC of US Highway 380 and Walnut Grove Road, McKinney.

We're about to start the construction to build a multi-tenant building that must be delivered to my tenants as per lease contract.

The TXDOT plan will disrupt the lives of countless small businesses and their employees in the state of Texas. Not only will these businesses have to relocate, but also their customers and employees will be impacted to some degree, as well.

Furthermore, the value of these properties is typically much lower than their actual worth, which means that the businesses will not receive a fair compensation for the property acquired. This could lead to financial hardship for many business owners as well as my property.

I believe the city of McKinney has passed the resolution alternative route(Segment B) which will be the best option in my opinion.

I urge TxDOT to reconsider their plans to acquire business properties for their projects. I believe there are other ways(Segment B) to achieve the same or better goals without negatively impacting the livelihoods of so many Texans.

I strongly oppose acquiring my property because it will lead to hardship to my family.

Thank you for your time and consideration.

Sincerely

Barnalee Paul  
214-9863967

Sent from my iPhone

**From:** Barry Rhoads [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:10 PM  
**To:** Stephen Endres  
**Subject:** Fwd: NO to segment A

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.

Sent from my iPhone

Begin forwarded message:

**From:** Barry Rhoads [REDACTED]  
**Date:** March 14, 2023 at 2:59:21 PM CDT  
**To:** [Endres@txdot.gov](mailto:Endres@txdot.gov)  
**Subject:** NO to segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Seems like politics has raised its ugly head as usual. Appears the City of McKinney is most affected from this project and has proven the case for B instead of Segment A. Less costly and least impact on businesses and residential. I KNOW YOU CAN SEE THAT!! BY THE WAY, thanks for destroying our CVS on ridge for a gravel dump or whatever! Smooth move Steve! SO DISGUSTED!

Sincerely,  
Barry and Gale Rhoads

Sent from my iPhone

**From:** Bdn Dogs [REDACTED]  
**Sent:** Wednesday, March 15, 2023 10:08 PM  
**To:** Stephen Endres  
**Subject:** Change 380 bypass from Rout c to Rout d

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.

Subject: Change 380 bypass from route C to D

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

Personally, Route C will destroy an area that I have known and loved as a long-time resident of Collin County. If Route C is imposed, we will lose access to community riding arenas, wooded trails, and outdoor pursuits.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:49 AM  
**To:** Becky Hilton [REDACTED]  
**Subject:** RE: 380 Bypass/Spur 399 Extension - Choose Option D!

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Becky Hilton [REDACTED]  
**Sent:** Sunday, February 19, 2023 1:02 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass/Spur 399 Extension - Choose Option D!

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,

I am writing to strongly urge you to choose Option D as the plan for the 380 Bypass/Spur 399 Extension. Too many of our small, invaluable Texas ranches would be destroyed by Option C. I know that Texas continues to grow by leaps and bounds and additional roadways are inevitable, but if we do not preserve these iconic areas and ranches when we can, very soon Texas will be unrecognizable. Option C would be a devastating choice given its negative impact to the environment, residents and future development potential.

Please do all you can to protect Texas and this rural part of McKinney!

Thank you,

Becky Hilton

**From:** Becky Kron [REDACTED]  
**Sent:** Friday, March 31, 2023 12:46 PM  
**To:** Stephen Endres  
**Subject:** ON THE ISSUE OF 380 BYPASS ROUTE C & D; PLEASE OPPOSE ROUTE C100% !!!

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.

Here is why:

1. Severely damages one of the largest remaining forests in central Collin County
2. Destroy 71% more acres of forests and woodlands
3. Destroys 141% more acres of grassland and prairie
4. Disturbs the wetland that serve as refuge for wildlife including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
5. Eliminates a large area of suitable habitat for endangered/threatened species.
6. Affects and displaces 383% more of homes ( 29 versus 6)
7. Affects and displaces 300% more businesses ( 16 versus 4)
8. Affects and displaces more community resources
9. Strongly opposed by Texas Parks and Wildlife

Please **OPPOSE** 380 BYPASS **ROUTE C!**

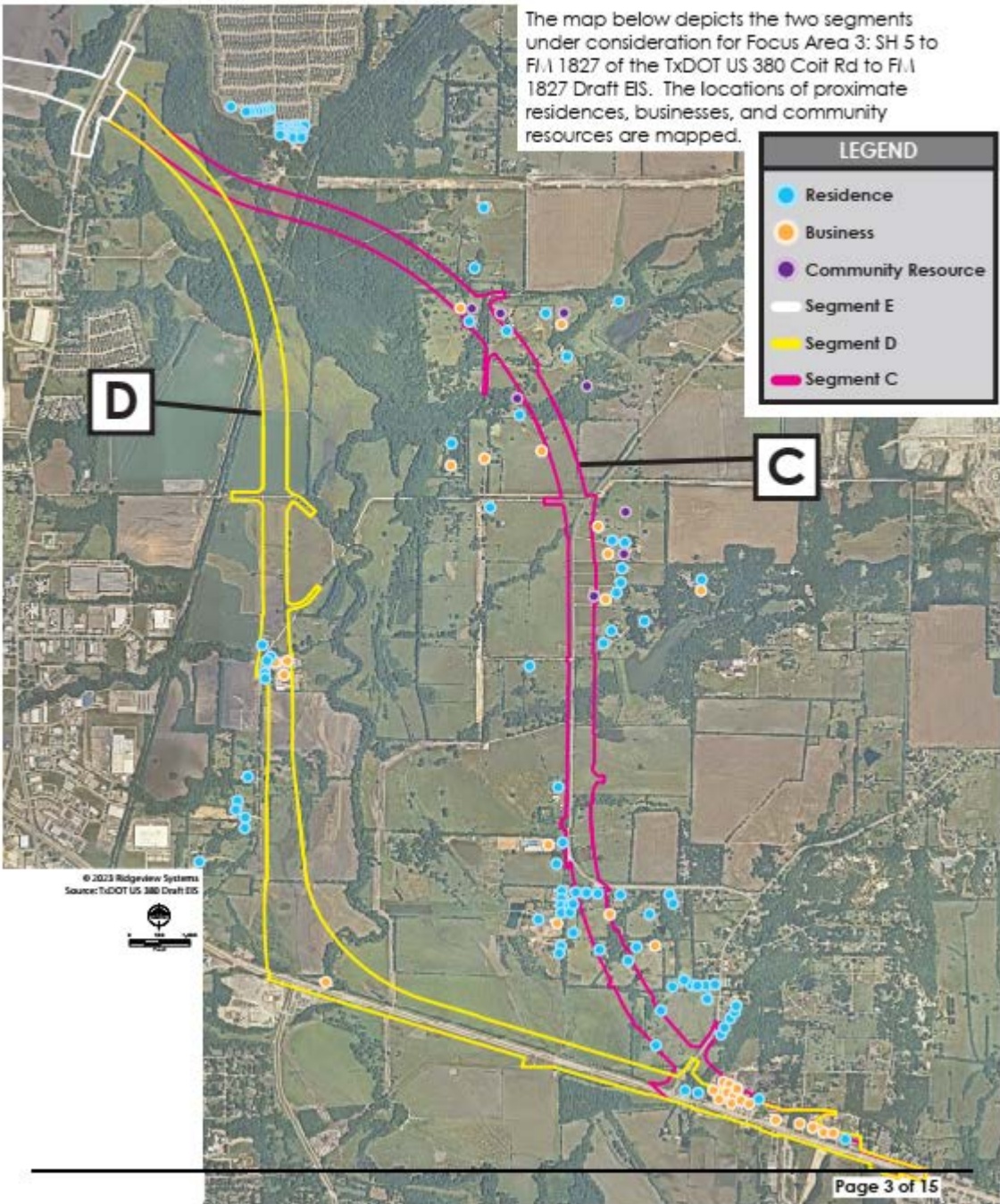
Clearly, **ROUTE C SHOULD NOT BE CONSIDERED,**

### Map of Segments C and D

The map below depicts the two segments under consideration for Focus Area 3: SH 5 to F1.1 1827 of the TxDOT US 380 Coit Rd to F1.1 1827 Draft EIS. The locations of proximate residences, businesses, and community resources are mapped.

**LEGEND**

- Residence
- Business
- Community Resource
- Segment E
- Segment D
- Segment C



© 2023 Ridgeline Systems  
Source: TxDOT US 380 Draft EIS



-----Original Message-----

From: Becky Roper [REDACTED]  
Sent: Monday, February 20, 2023 6:17 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Amber Block's property and support of route D

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.

Hello Stephen,

I am writing about my experiences at Amber Block's property at 2548 FM 2933 and the affect of loosing that to route C.

I am Amber's horse trainer and have ridden multiple horses and given lessons on her property. Many of my clients have come over for trail rides and arena work. We have had parties, bonfires, pool parties, so many gatherings. This would be catastrophic to loose this home and land. The contribution she has provided for my business has been invaluable.

Thank you for reading this email.

Becky Roper  
USEA ECP Certified Instructor, Trainer, and Coach in Area 5

Sent from my iPhone



**From:** Ben Hart [REDACTED]  
**Sent:** Friday, March 10, 2023 6:16 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely concerned Stonebridge Ranch Resident,

Ben Hart

Sent from my iPhone

**From:** Ben Portis [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:51 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass project - NO to Segment A

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. Stephen Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Ben Portis

BEN PRUETT  
4311 WHITLEY PLACE DR  
PROSPER TX 75078

## US 380 - Coit Road to FM 1827, Collin County, Texas CSJs 0135-02-065, 0135-03-053, & 0135-15-002

### **Comments on Draft EIS (2023-01-02)**

#### Environment Justice - Low Income and Minority Populations

Section 2.3.2 Comparison of Reasonable Alternative does not consider the Americans with Disabilities Act, Amended 2008 (ADAA) (42 U.S.C. 12101), in its environmental justice assessment.

It is unfortunate that TxDOT did not consider the ADAA and the minority population of people with disabilities in the Draft Environmental Impact Statement (DEIS). Minority populations are normally identified with census track data. However, populations of persons with disabilities are very diverse and dispersed throughout the community and region, which makes it impossible to use census track data to identify people with disabilities as a minority population. People with disabilities are also protected by HIPAA, which restricts access to individuals' health information.

The ADAA was passed by congress 14 years after President Clinton issued Environmental Justice Executive Order (EO) 12898. The EO's purpose is to achieve environmental protection for all communities, which today, by way of the ADAA, includes the minority populations of people with disabilities.

TxDOT, in its Community Impacts Assessment Technical Report (DEIS - Appendix K), acknowledges, "Vulnerable populations (e.g., people with disabilities and children), during the US 380 Feasibility Study." However, a meaningful assessment would have included the ADAA in the DEIS's environmental assessment. EO12898 (Environmental Justice) directs federal agencies to "identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law."

Unfortunately, while TxDOT continued in the process of selecting a preferred route for U.S. 380 none of the reports, including US 380 Feasibility Study, Community Impacts Assessment Technical Report, and the DEIS, considered the ADAA or the purposes of the Act. The

BEN PRUETT  
4311 WHITLEY PLACE DR  
PROSPER TX 75078

purposes of the ADAA are “to carry out the ADA's objectives of providing ‘a clear and comprehensive national mandate for the elimination of discrimination’ and ‘clear, strong, consistent, enforceable standards addressing discrimination’ by reinstating a broad scope of protection to be available under the ADA.” The ADAA reinforces the right of people with disabilities to fully participate in all aspects of society, because “people with physical or mental disabilities are frequently precluded from doing so because of prejudice, antiquated attitudes, or the failure to remove societal and institutional barriers.”

The Environmental Justice (EO 12898) assessment should consider the ADAA and the minority community of people with disabilities. The community cannot be determined by census track data, but the DEIS Study Area’s population benefiting from needed therapeutic and other services, in all fairness, represents a minority community of people with disabilities. The assessment should give weight to public comments supporting ManeGait’s community of people with disabilities and the therapeutic services they receive, because a majority of the people with disabilities may not be able to speak for themselves.

## **RECOMMENDED CHANGES TO FINAL EIS**

### **DEIS US 380 McKinney, Coit Road to FM 1827, Collin County, Texas; CSJ 0135-02-065, 0135-03-053, & 0135-15-002 (December 2022)**

#### 2.3.2 Comparison of Reasonable Alternatives (PAGE 2-30)

**Community Facilities** (PAGE 2-31) - Should identify ManeGait as a facility providing essential therapeutic and other services to a minority population of people with disabilities as recounted in the ADAA.

#### **Figure 2-15** *Continued: Alternatives Comparison Matrix* (PAGE 2-34)

The line in the matrix referring to Low-Income and Minority Populations & the columns for Brown and Gold Alternatives, requires revision. “Are there EJ communities that will suffer disproportionately high or adverse impacts - yes or no?” The answer is YES!

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4311 WHITLEY PLACE DR  
PROSPER TX 75078

YES - 1: A minority population of people with disabilities, as recounted in the ADAA, may suffer disproportionately high or adverse impacts. The minority community cannot be determined by census track data, but the DEIS Study Area recognizes the minority population of people with disabilities that are benefiting from therapeutic and other essential services provided by ManeGait.

### 3.6.3.4 Neighborhood Access and Travel Patterns

#### **Purple Alternative (A+E+D) (PAGE 3-53)**

I support the traditional alternative design for the N. Custer Road and US 380 interchange which TxDOT presented at the DEIS public meetings. It is debatable whether the diverging diamond interchange (DDI) will improve safety. In fact, it may create an unsafe interchange.

The Missouri Department of Transportation (MoDOT) published a Technical Report (Missouri's Experience with a Diverging Diamond Interchange) in May 2010. The report points out the advantages of DDI as well as the disadvantages, which suggests the design may not be applicable for N. Custer Road with its 50 mph speed limit. The first disadvantage identified in the technical report is the speed of through traffic. "MoDOT's experience is that, for through traffic, it is desirable for regular passenger vehicles to be able to proceed through a DDI at 20-30 mph without encroaching upon an adjacent lane. MoDOT's past and current designs are allowing speeds of about 25 mph."

### 3.6.5 Environmental Justice

#### **Build Alternatives (PAGE 3-61)**

The third paragraph requires changes to recognize that the ADAA provides people with disabilities the right to fully participate in all aspects of society, yet the DEIS may be precluding this minority population of people with disabilities from participating in therapeutic and other essential services necessary to ensure equality of opportunity and full participation in American society. Although people with disabilities are not specifically defined in EO 12898 or USDOT Order 5610.2c, the environmental justice assessment should consider the ADAA which was

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4311 WHITLEY PLACE DR  
PROSPER TX 75078

passed by Congress 14 years after President Clinton issued EO 12898 to “provide a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities” .

The Segment B’s environmental impact assessment should recognize the ADA and the minority community of people with disabilities benefiting from therapeutic and other essential services. The assessment should also designate ManeGait as an essential service provider for the community of people with disabilities, which is comparatively more essential than service suppliers supporting other minority groups. ManeGait is a PATH Premier Accredited Center providing essential services to people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADA.

The final sentence of the paragraph refers the reader to Appendix K for additional information about ManeGait and its services. Appendix K will also require changes noted below.

### 3.9 Protected Lands (PAGE 3-77)

#### 3.9.1.1 Public Parkland Recreational Facilities Protected by Section 4(f)

The selection of the DEIS needs to expand on Section 4(f) protections for the Brown or Gold Alternatives (Segment B). Selection of Segment B would have a devastating impact on the Town of Prosper’s Parks, Recreation, and Open Space Master Plan and Hike and the Bike Trail Master Plan.

Segment B would render Rutherford Park and the Prosper Independent School District’s planned Nature Center, along with Ladera and Wandering Creek Parks and and the trail system within the Rutherford Creek Greenbelt useless or unusable.

***As a resident of Whitley Place, I STRONGLY oppose Segment B. I support retaining the Section 4(f) protection for Rutherford, Ladera and Wandering Creek Parks, along with the trail system connecting the parks.***

BEN PRUETT  
4311 WHITLEY PLACE DR  
PROSPER TX 75078

## **DEIS - APPENDIX K - Community Impacts Assessment Technical Report (July 2022)**

### 3.4 Community Facilities (by Segment Focus Area)

#### **3.4.1 Segments A-B (PAGE 13)**

The paragraph at the bottom of page 13 requires changes to properly identify ManeGait as an essential service provider, and properly define “vulnerable populations” as a minority community of people with disabilities as recounted in the ADAA.

“Vulnerable populations” are, in fact, a minority community of people with disabilities recounted in the ADAA, and entitled to an environmental justice assessment of the potential negative environmental impacts introduced by Segment B.

ManeGait is a PATH Premier Accredited Center providing essential services to a minority population of people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADAA.

**Figure 4:** (PAGE 13) *Community Facilities Adjacent to Segments A and B.* Line 22, Additional Notes. Should be revised changing “community volunteer support” to - Equine-assisted therapy facility, providing therapeutic and other essential services to an ADAA community of Americans with Disabilities.

## **DEIS - APPENDIX M - Protected Lands**

Appendix M does not include any information about the Section 4(f) protected parks in Prosper. The Appendices requires revision/updating to describe and illustrate the Section 4(f) protected parks and trail system.

**From:** Benita Elias [REDACTED]  
**Sent:** Tuesday, March 14, 2023 1:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A 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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Benita Elias



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Wednesday, February 22, 2023 1:05 PM  
**To:** Bernard J. Noel [REDACTED]  
**Subject:** US 380 EIS

Your comments will be added to our public hearing summary.

**Stephen Endres**  
Transportation Engineer

Dallas District | Texas Department of Transportation  
O: 214-320-4469 | [www.txdot.gov](http://www.txdot.gov)

Name : B [REDACTED]  
Email : [REDACTED]  
Phone : [REDACTED]  
Requested Contact Method : Email  
Reason for Contact : Customer Service  
Comment : Sir,

As a resident of Stonebridge, in McKinney, TX, I am writing to you today to express my total opposition to have the new 308 "by pass" use segment "A":

Inline image

Building a new freeway on segment "A" is a non-sense, it will cost more than using segment "B", and it will affect thousands of residents, versus one wealthy lady with horses who might have to relocate if segment "B" is chosen!

You can go with B-E-D or B-E-C, but not F (total non-sense!) nor A-E-D or A-E-C (also total non-sense!!!!!!)

Thank you for your common sense and cooperation, Sir, and for NOT choosing segment "A".

V/r,

Bernard Noel

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Wednesday, February 22, 2023 1:36 PM  
**To:** Bernard J. Noel [REDACTED]  
**Subject:** RE: 308

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

**From:** Bernard J. Noel [REDACTED]  
**Sent:** Tuesday, February 21, 2023 7:58 PM  
**To:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Cc:** B N [REDACTED]  
**Subject:** 308

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,

As a resident of Stonebridge, in McKinney, TX, I am writing to you today to express my total **opposition to have the new 308 "by pass" use segment "A"**:



Building a new freeway on segment "A" is a non-sense, it will cost more than using segment "B", and it will affect **thousands of residents**, versus **one** wealthy lady with horses who might have to relocate if segment "B" is chosen!

You can go with B-E-D or B-E-C, but *not* F (total non-sense!) nor A-E-D or A-E-C (also total non-sense!!!!!!)

Thank you for your common sense and cooperation, Sir, and for NOT choosing segment "A".

V/r,

Bernard Noel

6504 Alderbrook Place  
McKinney, TX 75071



**From:** Noel, Bernard J - OSHA [REDACTED]  
**Sent:** Wednesday, March 8, 2023 10:03 AM  
**To:** Stephen Endres  
**Subject:** 380 - NO to Segment A

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:

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

**Bernard J. Noel**

Investigator

U.S. Dept. of Labor- Occupational Safety & Health Administration (OSHA)

Office of the Whistleblower Protection Program

525 South Griffin St., Suite 602

Dallas, Texas 75202

Office: 972-850-4162

Cell: 405-850-7910

Email: [REDACTED]



**Title 18, United States Code, Section 1001 makes it a crime to: 1) knowingly and willfully; 2) make any materially false, fictitious or fraudulent statement or representation; 3) in any matter within the jurisdiction of the executive, legislative or judicial branch of the United States.**

**NOTICE:** This e-mail message and any attachments to it may contain confidential information. The information contained in this transmission is intended solely for the use of the individual(s) or entities to which the e-mail is addressed. If you are not the intended recipient, or an employee or agent responsible

**From:** Beth Cromwell [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 17, 2023 11:34 AM  
**To:** bgiles rangertechnologysolutions.com <[REDACTED]>  
**Subject:** RE: Route C

I will add to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** bgiles rangertechnologysolutions.com <[REDACTED]>  
**Sent:** Friday, February 17, 2023 11:33 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** FW: Route C

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.

Stephen,

I oppose the proposed Route C for the 380 Bypass as it affects more homes than the proposed D. Many community resources and homes would be disrupted with the proposed route C rather than the Route D which is mostly flood plains and fewer homes.

Thank you for your consideration.

Beth Giles  
Office: 888-854-8773  
Cell: 214-632-9038  
[REDACTED]

**From:** Beth Hall [REDACTED]  
**Sent:** Wednesday, March 29, 2023 8:48 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hi Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Beth Hall

Sent from my iPhone

**From:** Betty Prindle [REDACTED]  
**Sent:** Monday, April 17, 2023 7:50 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:42 AM  
To: Stephen Beauchamp [REDACTED]  
Subject: RE: 380 Bypass NE McKinney: Oppose C, Support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Stephen Beauchamp [REDACTED]  
Sent: Monday, February 27, 2023 12:37 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass NE McKinney: Oppose C, Support D

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.

Please support Plan D for the 380 bypass. Plan C destroys much more forest and wetlands and is opposed by Texas Parks and Wildlife.

Beverly Beauchamp  
McKinney Tx 75071

Sent from my iPad

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C5b5f186f5a334ae3b82a08db19a5f6d7%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131972815299452%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Zgf4LppAQnsCiHlAdcXxUltGFyi6cA0lSi52Bf5HJbQ%3D&reserved=0>>



**From:** bill terrell [REDACTED]  
**Sent:** Tuesday, March 21, 2023 7:13 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Segment A Routing

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,  
I agree with the Segment A routing of the TxDot preferred alignment of the  
380 Bypass.

Thanks,  
Bill Terrell  
8564 CR 858  
McKinney, TX  
75071

**From:** Blake Hall [REDACTED]  
**Sent:** Tuesday, March 28, 2023 6:22 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hi Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Blake Hall  
(214) 793-3051  
[REDACTED]

**From:** Bob Andrzejewski [REDACTED]  
**Sent:** Friday, March 17, 2023 8:55 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

**Bob Andrzejewski**  
17-year McKinney resident

**From:** Robert Benson [REDACTED]  
**Sent:** Wednesday, March 15, 2023 9:59 AM  
**To:** Stephen Endres  
**Subject:** Extended Period for Comments; 380 Bypass

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.

Stephen,

As a concerned citizen of the area of discussion, I am completely "perplexed" as to this extension...an EIS has been completed, a DEIS has been created and according to process and protocols, as well as, precedence set in almost all "like projects", this one...for some reason continues.

I applaud you and all that have diligently worked on this, and I trust that ALL aspects considered have shown proof that the proper route for the Bypass, just East of Tucker Hill will prevail.

As has been studied and considered, the Parks and Recreation areas, School and Academic structures, amenities for the Disabled, existing housing for families and seniors, wildlife...all of the above have been "saved" based on the current position.

SEGMENT A is truly the proper path...

Thank you,

Bob Benson

**From:** Bob Botsford [REDACTED]  
**Sent:** Wednesday, March 8, 2023 9:53 AM  
**To:** Stephen Endres  
**Subject:** No To Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the Bypass of US 380 from Coit Road to FM 1827. Furthermore, I understand that TXDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to the 36,000 residents of Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge to Implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Bob Botsford

513 Creekside Dr.  
McKinney, TX 75071  
Cell 972-365-1955

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Bob Clough  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: Highway 380 EIS comment period

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** Bob Clough [REDACTED]  
**Sent:** Monday, March 13, 2023 8:33 AM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>; Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Highway 380 EIS comment period

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 morning, I would like to formally request an extension of the comment period as we need more time to assess the impact and possible mitigation measures that can be taken to protect Tucker Hill, as well as, other neighborhoods and businesses affected by Segment A.

Robert Clough  
7312 Easley Dr  
McKinney, TX 75071

--

Bob



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

Comments:

*Thank you for listening to most everyone!*

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

Please Print

Name: Bob See

Address: 4020 CHUMNEY ROCK DR

Apartment, suite, etc.: WHITNEY PLACE

City/State/Zip: PROPER, TX.

---

**From:** BOB THOMAS [REDACTED]  
**Sent:** Tuesday, April 4, 2023 1:18 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Mark Rose [REDACTED]; Sardar Sharif [REDACTED]  
**Subject:** Questions Regarding Property ID 10947

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.

Stephen,

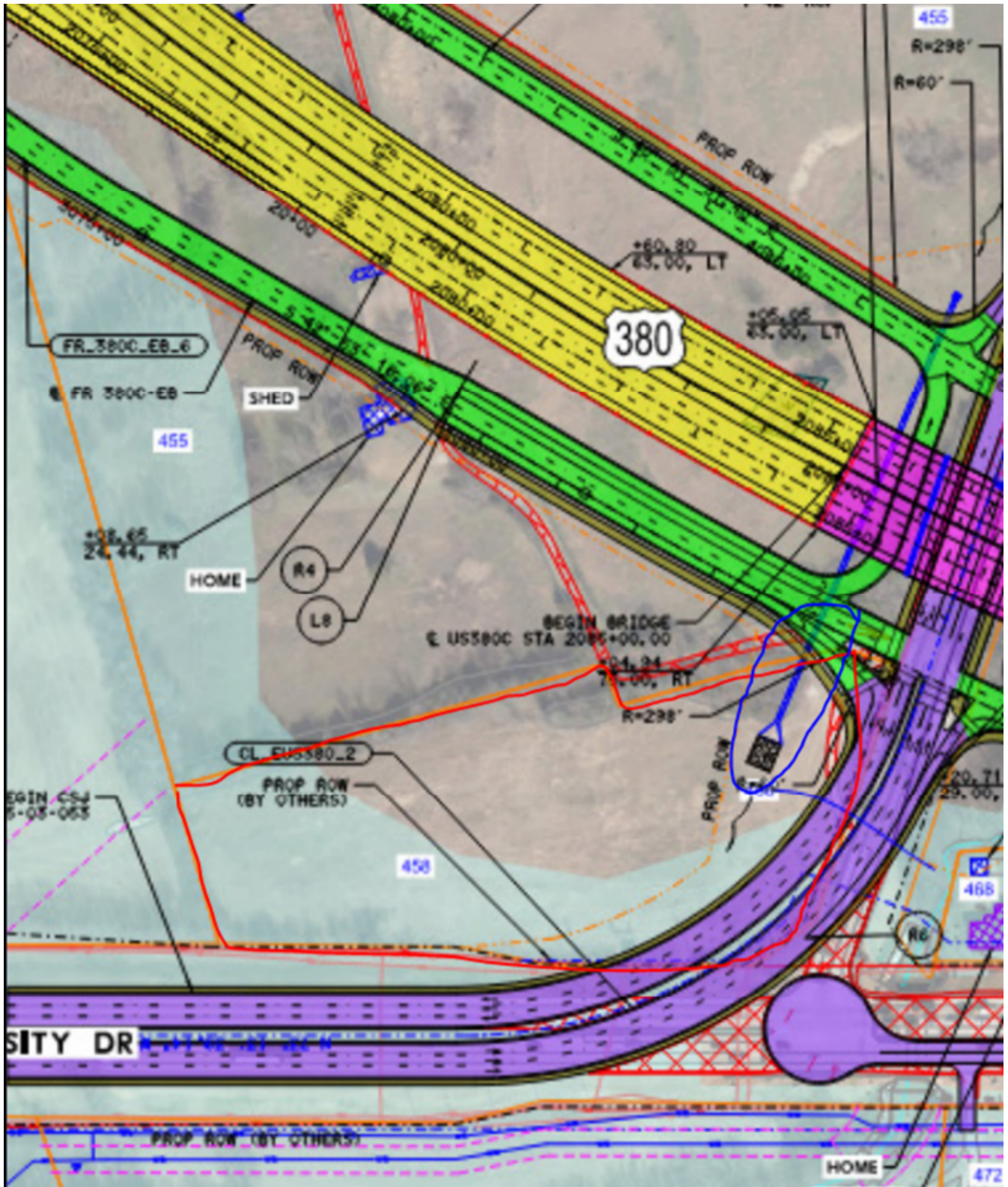
A few questions regarding the proposed schematics of the 380 bypass and how it affects our property located at the Northwest corner of Hwy 380 and FM 1827:

1. Can you confirm the location of our property on the 380 flyover:





2. Can you provide any illustrations reflecting where proposed street lights or stoplights will be located around our property?
3. What access will be allowed to our property from 380 and FM 1827?
4. Can you provide details of the proposed drainage shown on our property below:



Thank you,

**From:** BOBBI HOENIGMAN [REDACTED]  
**Sent:** Tuesday, March 21, 2023 3:38 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Mckeinny tx

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.

Strongly urging TXDOT to pick Segment D for the 380 Bypass at mckinney.....Segment c is too harmful to too many residents.

Bobbi Hoenigman  
MIniEncounters Mini Therapy Horses  
P.O. Box 342  
Melissa TX 75454  
214-707-2734 cell

Take a look at what we do....<https://fliphtml5.com/srbf/hiac>

Reviews and donate

Thanks to our fans, we have won a 2022 Top-Rated Award from GreatNonprofits! Read inspiring stories about us and add your own! <https://greatnonprofits.org/org/miniencounters-inc>

We are a donation deductible non profit and welcome donations monetarily and in kind. Please like our FACEBOOK page at <https://www.facebook.com/Miniencounters/>

If your company promotes volunteerism and corporate matching donations, please contact us. We are also members of Avid Xchange and Benevity for ease of on line donating.



**From:** Brad Shaw [REDACTED]  
**Sent:** Thursday, March 30, 2023 10:25 AM  
**To:** [REDACTED]  
**Subject:** Stephen Endres  
Regarding the 380 Bypass, NE 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.

Senator Paxton, Representative Leach, and Mr. Endres:

I oppose Segment C and support Segment D for several reasons. One is the lower environmental impact. I am very concerned about damaging the forest and wetlands. Segment C has a good number of threatened species living in it. One of the species is the alligator turtle. It is a very unique looking turtle and I don't want this habitat destroyed.

When I compare Segment C and Segment D, it's very obvious that there's so many more homes and businesses affected on Segment C. There are small communities along C that would become divided. Farms and ranches would be cut in half. There's horse rescue, llama rescue, bee keeping and high school scholarships, equestrian center, wedding venue, therapeutic riding, blacksmith shop, Boy Scout camp, Heron rookery, river otters, Air B&B, horse recuperation barn, running cattle, hay production, horse ranches, and a pecan farm, to name a few of the businesses and community services that will be gone.

Additionally, the way the decision to move from Segment D to Segment C was a bit sketchy and last minute. That deserves an investigation into who influenced that last minute, uncommunicated change.

Please help us by opposing Segment C and choosing the more favorable route for the environment and for business, Segment D.

Thank you,  
Brad Shaw



From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 4:40 PM  
To: Braden Morehead [REDACTED] >  
Subject: RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Braden Morehead [REDACTED]  
Sent: Saturday, February 25, 2023 7:23 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass

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 morning Stephen,

I wanted to reach out and voice my opinion as a homeowner that I believe we should vote NO to Segment A, and YES to Segment B. As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thanks,  
Braden Morehead

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthetreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C735c31eb5a1f466bec6108db19e113d5%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132226709627781%7CUnknown%7CTWFpbGZsb3d8eyJWIjoicjoiV2luMzliLCJBTiI6k1haWwiLCJXVCI6>

**From:** bgomez124 (null) [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:09 PM  
**To:** Stephen Endres  
**Subject:** Oppose

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Brandi Gomez

**From:** Brandi Martin [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:10 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Brandi Martin

Sent from iPhone

Sent from iPhone

**From:** stacy head [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:08 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Brandon and Stacy Head



**From:** Brandon [REDACTED]  
**Sent:** Friday, March 24, 2023 11:50 PM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Brandon Harmon  
La Cima Estates home owner

Regards, Brandon

**From:** Brandon Rojas [REDACTED]  
**Sent:** Sunday, March 26, 2023 7:55 PM  
**To:** Stephen Endres  
**Subject:** US 380 EIS project from Coit Road to FM 1827

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.

Hello Stephen,

When this bypass was presented to us, Segment B affected the least amount of businesses, homes, the environment, reduced travel time, and most of all was the most cost effective. As a business owner in McKinney I'm very disappointed that Segment A was chosen. This route is slower, will cost our city more, and ultimately affect our environment more than moving a business. Please reconsider all of the impacted homes and build Segment B. I appreciate your time!

Sincerely,



**BRANDON ROJAS**  
CEO

[REDACTED]  
M: 469-706-7812 | P: 214-901-2311

**3747 Grace Ranch Trl.**  
**McKinney, TX 75071**

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To whom it may concern:

I have added some of my own comments to an already terrific paper written by a group of my neighbors.

Objectively, EVERYTHING about this shift to Segment A over Segment B stinks. And I do mean feels and smells suspicious in its numerous oversights and bias.

In what world does TxDOT say 'You know what? We're going for the more expensive, problematic version that impacts real people, homes, businesses, and environment, but it's going to be great!'

As a McKinney homeowner and taxpayer, I find that TxDOT's recommendation of Segment A over Segment B is:

- Fiscally irresponsible to the taxpayers costing over \$150 million more!
- Applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.
- There is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position

As noted below, against all odds and common sense, TxDOT is:

- OPTING to inconvenience Existing homeowners over Future homeowners.
- OPTING to destroy Existing business over potential Future businesses.
- OPTING for the more environmentally destructive option (trees, wetlands, etc.)
- OPTING for the more complicated and expensive Segment A.
- OPTING to use incomplete and dated environmental studies.

I stand with thousands who publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e, TxDOT).

Most McKinney residents acknowledge the need to alleviate the current and future traffic burden along US 380, and can see how a bypass might be one solution to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable **lower impact alternative**.

It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- ***Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.***
- ***Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.***
- ***Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.***
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. ***It appears that TxDOT is prioritizing the impact of***

***unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.***

- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

***In direct conflict with their own findings,*** TxDOT still concluded Segment A was the preferred route option. TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, than Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly

residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. *This is both incorrect and unacceptable.* Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

***The noise study itself appeared to use outdated data to estimate the impact of noise on the community.*** Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas.

TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project. Traffic Analysis TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they

still had not been provided traffic data for the “No Build vs Build scenarios”. At that time, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and *appears to show a bias or, simply, a failure to conduct proper research.*

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, *Tucker Hill is a significant asset to the city.*

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. *In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill.* The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and



the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include: “Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT’s introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A *creates an unfair burden on the residents of Tucker Hill*. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M+ **less** than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the

regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

## **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

### **“NEPA is About People and Places”**

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Graham and Jackie Weedon  
2313 Pearl Street  
Mckinney, TX 75071  
214-287-9270

\*The original document had tons of very thoughtful and thorough footnotes and references, but they didn't transfer in the conversion to this document. Just in case you didn't see them elsewhere...

1. RMI SHIFT Calculator
  2. RMI\_SHIFT (STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL) CALCULATOR\_About the methodology
  3. American Economic Review\_2011\_The Fundamental Law of Road Congestion: Evidence from US Cities
  4. California EPA Air Resources Board\_2014\_Policy Brief\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions
  5. UC Davis\_2015\_Policy Brief\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion
- Case Studies & TxDOT Publications
1. Air Alliance Houston\_2019\_Health Impact Assessment of the North Houston Highway

## Improvement Project

2. Air Alliance Houston\_2022\_Why are we still building highways?
  3. TxDOT\_2023\_I-35 Central DEIS
  4. TxDOT\_2023\_I-35 Central DEIS Appendix P Air Quality
  5. TxDOT\_2023\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change
  6. Thomson Reuters Foundation\_2022\_In 'world's most polluted city', Indian workers unaware of toxic air
  7. Reuters\_2021\_Pollution likely to cut 9 years of life expectancy of 40% of Indians
  8. The Guardian\_2022\_'It's just more and more lanes' the Texan revolt against giant new highways
  9. The New York Times\_2022\_Can Portland Be a Climate Leader Without Reducing Driving?
  10. TxDOT\_2023\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023
  11. TxDOT\_2018\_Technical Report\_Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment
- ### Tailpipe Emissions vs. Tire Friction Pollution
1. The Guardian\_2022\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show
  2. Jalopnik\_2022\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought
- ### Congestion vs. Idling Emissions
1. City Observatory\_2017\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions
  2. Transportation Research\_2012\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies
- ### Policy vs. Behavior Changes
1. Transportation Research Interdisciplinary Perspectives\_2023\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions
- ### Effects on Human Health
1. The Guardian\_2019\_Revealed: air pollution may be damaging 'every organ in the body'
  2. Chest\_2019\_Air Pollution and Noncommunicable Diseases
  3. PNAS\_2018\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter
  4. Environmental Pollution\_2008\_Human health effects of air pollution
  5. Environmental Health Perspectives\_2007\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project
  6. Respiratory Medicine\_2015\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens
  7. American Journal of Physiology\_2008\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction
  8. Environmental Health Perspectives\_2016\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study

9. Environmental Health Perspectives\_2010\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School
10. Environmental Pollution\_2017\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants
11. Environmental Health Perspectives\_2009\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California
12. Obesity\_2016\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study
13. Environmental Health Perspectives\_2006\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas
14. The Guardian\_2019\_Air pollution deaths are double previous estimates, finds research
15. European Heart Journal\_2019\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions
16. The Guardian\_2019\_Air pollution 'as bad as smoking in increasing risk of miscarriage'
17. Fertility and Sterility\_2019\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study
18. Fertility and Sterility\_2018\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study
19. The Guardian\_2018\_Air pollution particles found in mothers' placentas
20. The Guardian\_2018\_Air pollution causes 'huge' reduction in intelligence, study reveals
21. PNAS\_2018\_The impact of exposure to air pollution on cognitive performance
22. The Guardian\_2017\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors
23. BMJ\_2017\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study
24. The Guardian\_2017\_Global pollution kills 9m a year and threatens 'survival of human societies'
25. The Guardian\_2018\_Diesel pollution stunts children's lung growth, major study shows
26. The Lancet\_2019\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study
27. The Guardian\_2017\_How conniving carmakers caused the diesel air pollution crisis
28. The Guardian\_2018\_Childhood obesity linked to air pollution from vehicles
29. Environmental Health\_2018\_Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index
30. Preventive Medicine\_2010\_Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years
31. The Guardian\_2016\_Air pollution linked to increased mental illness in children
32. BMJ\_2016\_Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents
33. The Guardian\_2018\_Air pollution: everything you should know about a public health emergency

34. The Guardian\_2017\_Electric cars are not the answer to air pollution, says top UK adviser
35. The New York Times\_2022\_Enough About Climate Change. Air Pollution Is Killing Us Now.
36. Air Alliance Houston\_No Safe Level of Transportation Emissions
37. Elsevier\_2017\_Increased air pollution cuts victims' lifespan by a decade, costing billions
38. Harvard\_2016\_Air pollution below EPA standards linked with higher death rates
39. Environmental Health Perspectives\_2016\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study
40. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Video
41. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Slides
42. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_HBW Notes.docx
43. University of British Columbia\_2023\_Traffic pollution impairs brain function
44. Environmental Health\_2023\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study
45. Dezeen\_2023\_MIT study finds huge carbon cost to self-driving cars
46. Journal of the American Heart Association\_2022\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions
47. American Lung Association\_2022\_Living Near Highways and Air Pollution
48. Environmental Health Perspectives\_2011\_Traffic-related air pollution and cognitive function in a cohort of older men
49. The Lancet\_2017\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study
50. Environmental Health Perspectives\_2008\_Association between traffic-related black carbon exposure and lung function among urban women
51. The New England Journal of Medicine\_2004\_Exposure to Traffic and the Onset of Myocardial Infarction
52. The Lancet\_2002\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study
53. American Journal of Respiratory and Critical Care Medicine\_2010\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\_A Cohort Study
54. The Urban Institute\_2022\_The Polluted Life Near the Highway  
Expert Publications & Guidelines
  1. Planetizen\_2022\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says
  2. IPCC\_2022\_Chapter 8 Transport
  3. WHO\_2021\_Global Air Quality Guidelines
  4. USPIRG\_2021\_Transform Transportation\_Strategies For A Healthier Future
  5. The World Bank and IHME\_2016\_The Cost of Air Pollution
  6. Transportation for America\_Driving Down Emissions

## Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis
- Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution
1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment
2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards
5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review
8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles
19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean

23. The Guardian 2016 Why electric cars are only as clean as their power supply
  24. Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment
  25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
  26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.
- VOCs/ PM2.5/ Greenhouse Gases
1. World Health Organization 2019 Exposure to benzene: a major public health concern
  2. American Lung Association 2022 Volatile Organic Compounds
  3. National Cancer Institute 2022 Benzene
  4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.
  5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
  6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
  7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles
  8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
  9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
  10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
  11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
  12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
  13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
  14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
  15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM2.5): The culprit for chronic lung diseases in China.
  16. Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system
  17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
  18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
  19. CDC 2022 Climate Effects on Health.
  20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds
- Congestion vs. Idling Emissions (Traffic Emissions)
1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and



## Congestion Using MOBILE4 and Highway Performance Monitoring System

2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

## Resources

1. TxDOT 2022 DEIS

**From:** Brenda Freund [REDACTED]  
**Sent:** Thursday, April 20, 2023 10:45 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass Comments  
**Attachments:** [US 380 Comments.docx](#)

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.

Hello Sir,

My name is Brenda Freund and I moved into Tucker Hill in 2022. My son and his family, Graham and Jackie Weedon, also live here in Tucker Hill and have also written to you.

As the first homeowner of a new construction home, I thought it important to be clear that at no time in the sale, construction, or closing did the possibility of a bypass come up. I'm deeply concerned because I live in the northeast corner of Tucker Hill which stands to lose the beautiful greenbelt ecosystem that separates Tucker Hill from Auburn Hills.

I am also sharing the letter that my son and his wife sent you. I echo their comments, and stand behind the amazingly detailed and thoughtful letter that our neighbors have researched and written. With all the evidence that Segment B is the obvious superior choice, it begs the question what or who is influencing the decision to choose the more expensive and impactful Segment A.

We're confident that if the authorities do their proper research and validation of all the factors, the only true, confident choice is Segment B.

Thank you,

Brenda Freund  
2713 Majestic Avenue  
Mckinney, Tx 75071  
337-485-9709

**From:** Nicole [REDACTED]  
**Sent:** Thursday, March 23, 2023 5:18 PM  
**To:** Stephen Endres  
**Subject:** TXdot Bypass!

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.

Steven from TXDot,

[REDACTED]

I thought they issued a resolution to expand 380 or build the bypass through Tucker Hill which is part of McKinney instead of a bypass running through Prosper and specifically the non-profit Main Gait. Main Gait has provided a resource for much needed therapy and volunteer opportunities for high school kids in the surrounding neighborhoods.

Mayor Fuller is lobbying for the 380 business of McKinney, when they are the ones who benefit financially from the increase in traffic. We ask that TXdot hear our plight and not put the bypass through Prosper option B. It will most definitely cause a decrease in our home values, an increase in air pollution and noise pollution. It will negatively effect the existing schools and the new highschool going in off First street and the non-profit Main Gait.

This is a McKinney issue, a result of poor planning and now they are trying to defer the negative results of this poor planning to Prosper! Many of the people of Prosper were not aware of this possibility when they purchased their homes.

Please keep this highway bypass from going through the town of Prosper and ruining our community.

Thank you,  
Whitley Place Prosper Resident  
Brent Hoepner

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:40 PM  
**To:** Brett Guillory [REDACTED]  
**Subject:** RE: NO to Project 380 Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Brett Guillory [REDACTED]  
**Sent:** Saturday, February 25, 2023 7:21 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Project 380 Segment A, YES to Segment B

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.

## **NO to US380 Project Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

*Brett Guillory*  
*Stinebridge Ranch Residence*

**From:** Brett Lunde [REDACTED]  
**Sent:** Thursday, March 9, 2023 6:52 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Brett Lunde

**From:** Brett Talbot [REDACTED]  
**Sent:** Thursday, March 16, 2023 9:39 AM  
**To:** Stephen Endres  
**Subject:** US 380 By Pass

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. Stephen Endres,

As a Stonebridge resident I strongly oppose Segment A. TxDot has a different option in Segment B. Segment B will cost less, reduce the tax burden, destroy fewer businesses and homes , and cause less disruption to thousands of Stonebridge Ranch residents and citizens of Mckinney.

I STRONGLY support Segment B as the best option for US 380 Bypass from Coit Rd. to FM 1827.

Thank you,

Brett Talbot

Stonebridge Ranch resident.

**From:** Brian & Jennifer Watkins [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Brian Frank [REDACTED]  
**Sent:** Sunday, March 12, 2023 9:25 AM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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, Txdot's decision to build the 380 bypass using option A is a mistake that should be corrected. The option A is more destructive option and more costly that should be avoided. Option B is more optimal, less disruptive, less costly and better for the people living in our community of McKinney. Running the new highway from Custer to Ridge rd. along the current 380 corridor is avoidable and a disaster waiting to happen. The homes in this area are too close to what will be the new highway. The sounds from the road will be significant and oppressive to children living in this area. The potential for an event of an East Palestine train wreck type scenario would unnecessarily expose families to potential harm and txdot would forever be held accountable for not knowingly avoiding this situation.

Brian, Kay, Sydney, Sylvia Frank  
7554 Hanover street McKinney

Sent from my iPhone



**From:** Brian Drees <[REDACTED]>  
**Sent:** Tuesday, March 7, 2023 10:37 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Brian&Linda Drees  
6825 Studebaker Drive  
McKinney, Texas 75071  
[REDACTED]

Sent from my iPad

**From:** Aguilar, Brian [REDACTED]  
**Sent:** Thursday, March 16, 2023 1:59 PM  
**To:** Stephen Endres  
**Subject:** Extended Comment Period: US 380 from Coit Rd to FM 1827

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,

As a resident of the area under discussion, I am contacting you today to express my concern regarding the extension of the Comment Period. As I understand, the DEIS was completed and approved in December 2022 and designated Segment A as the Recommended Alignment. While I appreciate the thorough due diligence, precedent indicates that the standard for following process and protocols has been met. As such, the continuation of the Comment Period is unnecessary and unwarranted.

No amount of additional dialogue will alter the conclusions and recommendations detailed in the DEIS...of the four (4) reasonable alternatives evaluated, the proper route for the Bypass is Segment A.

TxDot should close deliberations and proceed accordingly with the Recommended Alignment. Segment A is, and will continue to be, the proper path forward.

Respectfully,

**Brian A. Aguilar** | Director of Corporate Accounts  
Philips Image Guided Therapy Devices

214.970.8535  
[REDACTED]

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The information contained in this message may be confidential and legally protected under applicable law. The message is intended solely for the addressee(s). If you are not the intended recipient, you are hereby notified that any use, forwarding, dissemination, or reproduction of this message is strictly prohibited and may be unlawful. If you are not the intended recipient, please contact the sender by return e-mail and destroy all copies of the original message.

**From:** Brian de la Houssaye [REDACTED]  
**Sent:** Tuesday, March 7, 2023 1:00 PM  
**To:** Stephen Endres  
**Subject:** US380 Bypass

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, I am writing to ask you to review the decision process recently used by TXDOT to decide on Segment A versus Segment B for the proposed US380 Bypass. First and foremost, no one truly understands why it took TXDOT such a long time to decide on activity when 30 years ago it was evident DFW growth was northward and the ONLY potential east-west route to the far north was US380 because of Lake Louisville. After input from a number of parties TXDOT decided on Section A, which means virtually the entire bypass will go through McKinney, including much of McKinney that is already developed. This means the citizens of McKinney will have to absorb millions of unbudgeted dollars for traffic, of which in excess of 90% originates and terminates elsewhere. Instead of having a small portion of the bypass go through undeveloped sections of Prosper, virtually all of it will go through developed sections of McKinney. By TXDOT's own admission Section A is more expensive, longer and constitutes a less timely commute time than Section B, which would run through largely undeveloped land in both Prosper and McKinney. The disparity is even greater when taking into account TXDOT used very aggressive estimates for POTENTIAL relocation of major utilities. A major note of exception listed by TXDOT is that Section B would have passed close to ManeGait, a therapeutic horse center for children run by the Darling family on property contiguous to their homestead. Section B would require some of the Darling's property so the Darlings made an issue, claiming the bypass would create a deteriorated atmosphere for children riding nearby. I grew up on horses. I rode everywhere. Often on roadways. Traffic noise is a constant of the modern world. I am certain the Darling family is unhappy with Section B, but does that justify destroying businesses with Section A so they can preserve the peacefulness of their homestead? Does the potential future development of Prosper property justify the destruction of existing developed property in McKinney? Section A costs the taxpayers of McKinney and of Texas as a whole more than Section B. There is simply no justification for this decision unless there

were factors opaque to the general public. Please reverse or investigate this decision.

**From:** Brian Frank [REDACTED]  
**Sent:** Thursday, April 20, 2023 6:23 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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.

I am writing in regards to the 380 by pass route A and its implications for our Tucker Hill family. We are a parent of a child who has been diagnosed 504 for learning issues etc. and is a young student at Reeves elementary in Auburn Hills. The 380 by pass would greatly affect the sensory issues she has with sound, and her respiratory problems related to air quality. Recently she has been riding a Prosper ISD school bus to Reeves every school day. The route A for the 380 by pass would run directly between our home and her elementary school. Therefore not only impacting her at home but also on her way to school and at the Reeves playground. Route A would be an unnecessary burden on her and students like her in our area. Route B is not only \$200 million cheaper its impact is far less on families/businesses currently living here!

Please reconsider your choices. Take a second look at your data and new data and make the right choice of route B.

Thank you Brian Frank

Sent from my iPhone

**From:** Brian Habeck [REDACTED]  
**Sent:** Monday, April 17, 2023 7:03 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

NO to Segment A

Sent from my iPhone

**From:** Brian Holdrich [REDACTED]  
**Sent:** Wednesday, March 15, 2023 2:02 PM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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.

As a homeowner, in the Ridgecrest neighborhood, and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Brian Holdrich  
6708 Falcon Ridge Lane  
McKinney TX

**From:** Brian Hunsaker [REDACTED]  
**Sent:** Tuesday, March 7, 2023 11:09 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from [Mail](#) for Windows



**From:** Brian Hunsaker [REDACTED]  
**Sent:** Tuesday, March 7, 2023 11:09 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Brian Hunsaker

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Brian Monteiro [REDACTED]  
**Subject:** RE: US380 Bypass/Oppose Segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Brian Monteiro [REDACTED]  
**Sent:** Saturday, February 25, 2023 10:28 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Anne Aruiza-Monteiro [REDACTED]  
**Subject:** US380 Bypass/Oppose Segment A

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.

Comment:

NO to Segment A, YES to Segment B

As a homeowner and citizen of Stonebridge Ranch, McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thanks,

\Brian Monteiro  
Stonebridge Ranch Resident  
Mckinney, TX

S

## COMPANY

March 22, 2023

Stephen Endres, Project Manager  
TxDOT Dallas District  
4777 E US Highway 80  
Mesquite, TX 75150

RE: Opposition to TxDOT's Preference of Segment A for U.S. 380 Bypass Project

Dear Mr. Endres:

I presume you have received a myriad of comments from Tucker Hill residents opposing the selection of Segment A for the U.S. 380 bypass project. As the president of Southern Land Company, the developer of Tucker Hill, I, too, vehemently oppose Segment A and respectfully ask you to reconsider. While my colleagues and I appreciate the work that went into the DEIS and the conclusions stated in the document, we believe Segment A will have significant negative impacts on the residents of the 381 homes in Tucker Hill. Segment B has been and remains Southern Land Company's preference.

Segment B would allow Tucker Hill to remain connected to the City of McKinney, while Segment A would cut off Tucker Hill from the rest of the city. Segment B would not have the same or similar impact on any community in Prosper. It seems illogical to construct a bypass that would separate a sizable, significant neighborhood from the larger community when there is an alternate option that would not have this detrimental effect.

Noise and air pollution are key concerns as well. The selection of Segment A would seriously jeopardize Tucker Hill residents' way of life, both during construction and once construction is complete and the bypass is traveled. Constructing a major highway up against our community would undoubtedly add noise and pollution and detract from the peaceful community residents know and love.

When we designed Tucker Hill, we did so very intentionally. It was meant to be—and is—a unique community that offers residents a lifestyle they won't find elsewhere in the area. Outdoor living, abundant opportunities for activities and socialization, and inviting open spaces are hallmarks of the community. We have always wanted Tucker Hill residents to enjoy the outdoors and cultivate connections with their neighbors. Currently, they are able to do these things. This was the vision from the very start, and we are proud that it has become reality. Now, however, it is at risk.

Segment B is undoubtedly a better option. It will help preserve the Tucker Hill experience. We urge you to select Segment B and allow residents to continue enjoying the life they carefully sought at Tucker Hill.

Sincerely,



Brian Sewell  
President  
Southern Land Company

615.778.3150

3990 Hillsboro Pike, Suite 400, Nashville, TN 37215

SOUTHERNLAND.COM

**From:** The Allens [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:19 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Brooke Allen  
Sent from my iPhone

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Thursday, January 26, 2023 2:04 PM  
To: Brooke Carreker [REDACTED]  
Subject: RE: 380 Bypass

We will add and respond to your comments in public hearing summary.

Stephen Endres

-----Original Message-----

From: Brooke Carreker [REDACTED]  
Sent: Monday, January 16, 2023 9:14 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: 380 Bypass

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.

Brooke Carreker

2705 Kennedy Drive

Melissa, TX 75454

- Petition FOR Segment D

- Petition AGAINST Segment C

I am personally against the development of Segment D, because my family has a long history of driving the peaceful roads to and from a couple of horse barns in the area. Segment C would cut literally across White Horse which would be devastating to us and our community.

Secondly - Segment D would be less disruptive to the residential communities in the area.

My daughter went to Willow Wood. Segment D would be much better for our community.

Thank you,

Brooke Carreker

214-790-1190

Sent from my iPhone



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I have been a homeowner in Tucker Hill since August of 2020.

When I purchased my home from Darling Homes I was not informed in any way of the drastic plans to change Tucker Hill from a charming, unique neighborhood that McKinney is proud to have, into a neighborhood surrounded by a major freeway to its south and all along its eastern side. Our quality of life will be dramatically and irreparably damaged. There will be so much noise pollution and damage to our air quality. This is not what I or any of my neighbors had any idea we would be living through.

Not only that but a \$200 million cost above what segment B would cost. I implore you to reconsider segment B. If there is no way you will reconsider, then I beg you to please protect Tucker Hill with sound walls, with trees to block the walls and to make sure the eastern section of the freeway is as far east as possible and as low to the ground as possible to at least protect us somewhat. I thank you for your effort to work with Tucker Hill and to protect us from this devastating and heartbreaking situation. Thank you.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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

Camille Chan

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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Camille Chan

Address: 7212 Easley Drive

Apartment, suite, etc.: N/A

City/State/Zip: McKinney, TX 75071

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 9:02 AM  
**To:** Camille Russu <[REDACTED]>  
**Subject:** RE: 380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Camille Russu <[REDACTED]>  
**Sent:** Friday, February 17, 2023 12:05 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 bypass

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.

Stephen,

I appose as does the majority of my neighbors the bypass A, this will make much more congestion in an area of 380 that is so congested now causing more problems.

It makes more sense with a less populated area to do bypass B and stay out of the area that is already built up impacting less people and business.

Your hurting an area of people with established homes and business because of a few people in the Prosper area that are complaining when this seems like the better route for all concerned.

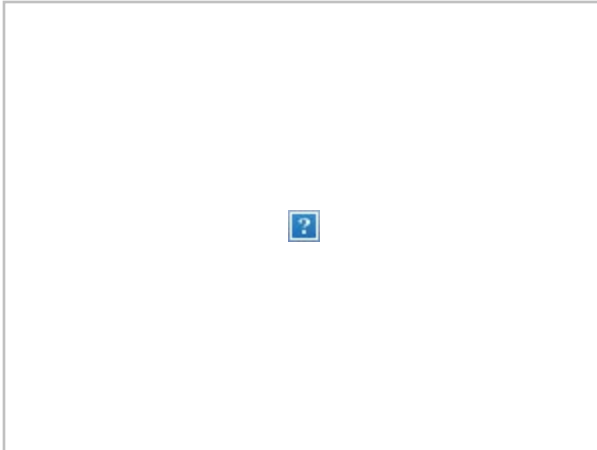
Maybe take a drive on 380 in rush hours from Coit to Lake Forest and see how congested traveling is.

I avoid 380 at all possible cost and you will make things worse.

Please consider a different route.

Thank you,

Camille Russu  
Resident of Ridgecrest





**From:** [Stephen Endres](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Proposed US 380 Improvements Project -Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

---

The above referenced property is not in the US 380 EIS project limits.  
It is in the US 380 Denton County project limits. The schematic for that project will not start for quite a few years.

Stephen

---

**From:** Candace Niezgodzki [REDACTED]  
**Sent:** Thursday, January 19, 2023 12:46 PM  
**To:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Cc:** Jessica Lopes [REDACTED]  
**Subject:** RE: Proposed US 380 Improvements Project -Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

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.

Hello Stephen,

We received the attached notice regarding the US 380 Improvement Project. Looking at updated design for the “Blue Alternative, the above referenced property seems to be out of the project limits. Can you please confirm that the above address is no longer considered within the project limits.

Any additional information you may have is appreciated.

Thank you,

**Candace Niezgodzki**

Associate, Right of Way, Condemnations, & Real Estate  
Realty Income Corporation (NYSE “O”)

2325 E. Camelback Rd., 9<sup>th</sup> Floor, Phoenix, AZ 85016

[www.realtyincome.com](http://www.realtyincome.com)

(O) 858-284-5275



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**From:** Candace Niezgodzki  
**Sent:** Wednesday, September 28, 2022 4:03 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Jessica Lopes [REDACTED]  
**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

Hello Stephen,

Please keep us updated if more information becomes available. Realty Income would be most supportive of the route alternative that is least impactful to our property or does not result in any rights being acquired.

Thank you,

**Candace Niezgodzki**

Associate, Right of Way, Condemnations, & Real Estate  
Realty Income Corporation (NYSE "O")

2325 E. Camelback Rd., 9<sup>th</sup> Floor, Phoenix, AZ 85016

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**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Wednesday, September 28, 2022 11:20 AM  
**To:** Candace Niezgodzki [REDACTED]  
**Cc:** Jessica Lopes [REDACTED]  
**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

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.

No schematic or environmental document is under development for the project. It is hard to say when they would start. It probably will be after the current construction project is completed.

---

**From:** Candace Niezgodzki [REDACTED]  
**Sent:** Wednesday, September 28, 2022 12:22 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Jessica Lopes [REDACTED]  
**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

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.

Thank you, Stephen, for the below links. When do you anticipate the schematic design and environmental study will be completed for the project?

Best,

**Candace Niezgodzki**

Associate, Right of Way, Condemnations, & Real Estate  
Realty Income Corporation (NYSE "O")  
2325 E. Camelback Rd., 9<sup>th</sup> Floor, Phoenix, AZ 85016  
[www.realtyincome.com](http://www.realtyincome.com)  
(O) 858-284-5275



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**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, September 23, 2022 2:32 PM  
**To:** Candace Niezgodzki [REDACTED]  
**Cc:** Jessica Lopes [REDACTED]  
**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

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.

The US 380 Denton County feasibility report has been posted to the website.

<https://www.keepitmovingdallas.com/projects/us-highways/us-380-denton-county-feasibility-study>  
[https://www.keepitmovingdallas.com/sites/default/files/docs/0135-10-061\\_Feasibility\\_Report.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/0135-10-061_Feasibility_Report.pdf)

This is the latest.

---

**From:** Candace Niezgodzki [REDACTED]  
**Sent:** Friday, September 23, 2022 12:20 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Jessica Lopes [REDACTED]  
**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

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.

Stephen,

We are following up on the below emails. Are there any updates you can provide at this time?

Thank you,

**Candace Niezgodzki**

Associate, Right of Way, Condemnations, & Real Estate  
Realty Income Corporation (NYSE "O")

2325 E. Camelback Rd., 9<sup>th</sup> Floor, Phoenix, AZ 85016

[www.realtyincome.com](http://www.realtyincome.com)

(O) 858-284-5275



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---

**From:** Jessica Lopes [REDACTED]  
**Sent:** Friday, June 10, 2022 3:16 PM

**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Candace Niezgodzki  
[REDACTED]

**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380,  
Crossroads, TX 76227 (RI#5143)

Thank you, Stephen. Please update our team when more information becomes available. Do we  
have an idea on whether there will be any impacts to our site?

Best,

**Jessica Lopes**

Associate Manager, Right of Way, Condemnations, & Real Estate  
West Team Lead  
Realty Income Corporation (NYSE “O”)  
[www.realtyincome.com](http://www.realtyincome.com)  
(O) 858-284-5000 | (F) 858-481-4861



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**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

**Sent:** Thursday, June 9, 2022 7:00 AM

**To:** Candace Niezgodzki [REDACTED] >

**Cc:** Jessica Lopes [REDACTED]

**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380,  
Crossroads, TX 76227 (RI#5143)

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.

The report is really close to being complete. It has taken a little longer than expected. I hope it is posted the first few weeks of July.

---

**From:** Candace Niezgodzki [REDACTED]

**Sent:** Wednesday, June 8, 2022 10:49 AM

**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

**Cc:** Jessica Lopes [REDACTED]

**Subject:** RE: Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380,  
Crossroads, TX 76227 (RI#5143)



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.

Hello Stephen,

We wanted to reach out on the below emails to see if there are any updates regarding this project. Has the US 380 Denton County Feasibility Study been completed? Any information you can provide will be greatly appreciated.

Thank you,

**Candace Niezgodzki**

Associate, Right of Way, Condemnations, & Real Estate  
Realty Income Corporation (NYSE "O")  
2325 E. Camelback Rd., 9<sup>th</sup> Floor, Phoenix, AZ 85016  
[www.realtyincome.com](http://www.realtyincome.com)  
(O) 858-284-5275



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---

**From:** Lisa Sokolow [REDACTED]  
**Sent:** Friday, January 14, 2022 11:51 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Jacqui Sigg [REDACTED]; Jessica Lopes [REDACTED]  
**Subject:** RE: Public Meetings Concerning Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

Mr. Endres,

Thank you for your email, and please keep us posted on any developments that may impact our property.

Regards,

**Lisa Sokolow**

Assistant, Asset Management  
Realty Income Corporation (NYSE "O")  
The Monthly Dividend Company®  
11995 El Camino Real, San Diego, CA 92130  
Office/Mobile: 917-789-2194  
[lsokolow@realtyincome.com](mailto:lsokolow@realtyincome.com)

---

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, January 11, 2022 5:56 PM  
**To:** Lisa Sokolow [REDACTED]  
**Cc:** Jacqui Sigg [REDACTED]  
**Subject:** RE: Public Meetings Concerning Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

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.

Acquisition of any right of way is probably 5 to 10 years out.

We show what we think will be the ROW acquired here  
[http://www.keepitmovingdallas.com/sites/default/files/docs/US380-RD\\_SCH-PP-03.pdf](http://www.keepitmovingdallas.com/sites/default/files/docs/US380-RD_SCH-PP-03.pdf)  
However, the design of a schematic in the next phase of project development will determine the exact location of the proposed right of way.  
<http://www.keepitmovingdallas.com/US380DentonPM3>

Stephen Endres  
214-320-4469

---

**From:** Lisa Sokolow [REDACTED]  
**Sent:** Thursday, December 23, 2021 10:45 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Jacqui Sigg [REDACTED]  
**Subject:** Public Meetings Concerning Proposed US 380 Improvements Project - Sonic Drive-in, 11601 US Highway 380, Crossroads, TX 76227 (RI#5143)

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,

Realty Income received the attached notice regarding the US 380 Denton County Feasibility Study in proximity to our property referenced in the subject line, which is occupied by Sonic Drive-in (our tenant).

We understand the proposed improvements may impact our property. At this time, are there any plans available that you can provide to us which show the proposed impacts to our property? Will any right of way be required and, if so, what is the timing for the acquisition?

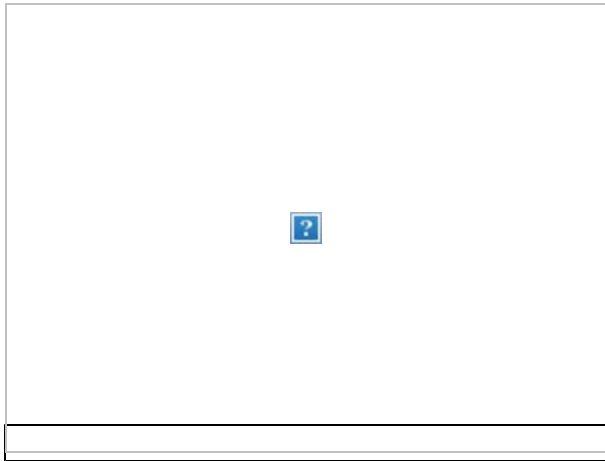
Any additional information you may have regarding the proposed project will be appreciated.

Regards,

**Lisa Sokolow**

Assistant, Asset Management  
Realty Income Corporation (NYSE “O”)  
The Monthly Dividend Company®  
11995 El Camino Real, San Diego, CA 92130  
Office/Mobile: 917-789-2194  
[REDACTED]

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**Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing**  
**US 380**  
**From Coit Road to FM 1827**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**  
**Collin County, Texas**

The Texas Department of Transportation (TxDOT) is proposing to construct US 380 as a freeway primarily on new location from Coit Road and existing US 380 around the northern portion of McKinney connecting back to existing US 380 near Farm to Market (FM) Road 1827, east of the City of McKinney. This notice advises the public that a Draft Environmental Impact Statement (DEIS) is available for public review and that TxDOT will be conducting an in-person and online virtual public hearing on the proposed project. The purpose of the hearing is to present the DEIS and updated schematic design of the "Blue Alternative," which has been identified as TxDOT's Preferred Alternative. The Preferred Alternative links Segments A, E, and C.

The DEIS is available for review online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS), and a hard copy is available for review at the TxDOT Dallas District Office.

The hearing dates, times and locations are listed below. The same information will be available at the in-person and virtual hearings, including a pre-recorded video presentation with audio and visual components.

**In-Person Hearing**  
Thursday, Feb. 16, 2023  
5:30 p.m. to 7:30 p.m.  
Collin County Courthouse  
Central Jury Room  
2100 Bloomdale Rd.  
McKinney, TX 75071

**In-Person Hearing**  
Tuesday, Feb. 21, 2023  
5:30 p.m. to 7:30 p.m.  
Rhea's Mill Baptist Church  
5733 N. Custer Rd.  
McKinney, TX 75071

**Virtual Hearing\***  
Thursday, Feb. 16, 2023, starting  
at 5:30 p.m. through Tuesday,  
March 21, 2023, at 11:59 p.m.  
[www.keepitmovingdallas.com/  
US380EIS](http://www.keepitmovingdallas.com/US380EIS)

*\*This is not a live event*

To view the virtual public hearing materials, participants may go to the web address noted above at any time during the dates indicated. In-person attendees will be able to view the presentation which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants, and leave comments. The in-person public hearings will follow an "open house" format, meaning attendees may come and go at their convenience.

If you do not have internet access, or do not wish to attend an in-person hearing, you may call (214) 320-4469 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

The proposed project would provide a new location, eight-lane, controlled-access freeway with two-lane, one-way frontage roads on each side from Coit Road and existing US 380 to the eastern terminus at existing US 380 and FM 1827. The purpose of the project is to manage congestion and improve east-west mobility and safety throughout the study area. The typical proposed right-of-way (ROW) would be approximately 420 feet wide, with the minimum and maximum ROW width ranging from 330 feet to 1,582 feet, respectively. Depending on the location, the typical freeway section would consist of four 12-foot-wide travel lanes in each direction with 10- to 17-foot-wide inside and outside shoulders and two-lane (each 12-foot-wide), one-way frontage roads on either side of the mainlanes. Shared-use paths built along the outside of the frontage roads would provide bicycle and pedestrian accommodations. The total proposed ROW acreage is estimated at 1,083.5 acres. The proposed project passes through the Town of Prosper, the City of McKinney, and Collin County.

The proposed project is not anticipated to impact any existing properties protected under Section 4(f) of the Department of Transportation Act of 1966. TxDOT received information in November 2022 about several planned, future parks in the Town of Prosper and is evaluating each property for Section 4(f) eligibility.

The proposed project would, subject to final design considerations, require acquisition of additional ROW and potentially displace 22 residences and 35 businesses. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for ROW acquisition and construction, can be obtained from the TxDOT Dallas District office by calling (214) 320-6675 or online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS).

The proposed project would involve construction in wetlands and an action in a floodplain and floodway.

Environmental documentation and studies, including the DEIS and any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Printed copies of the design schematic will also be available for review at Prosper Town Hall, McKinney City Hall, and Collin County Courthouse as well as online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS) beginning Thursday, Feb. 16 at 5:30 p.m., and in hard copy form for review at the in-person public hearing.

The public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact TxDOT Public Information Office at (214) 320-4480 no later than 4 p.m. Monday, Feb. 13, 2023. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Comments from the public regarding the proposed project are requested and may be submitted to the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643 or [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Verbal comments may be submitted by calling (833) 933-0443. All comments must be received or postmarked before Tuesday, March 21, 2023. Responses to comments received by the deadline will be available on the project website once they have been prepared.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or [Stephen.Endres@txdot.gov](mailto: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 9, 2019, and executed by FHWA and TxDOT.



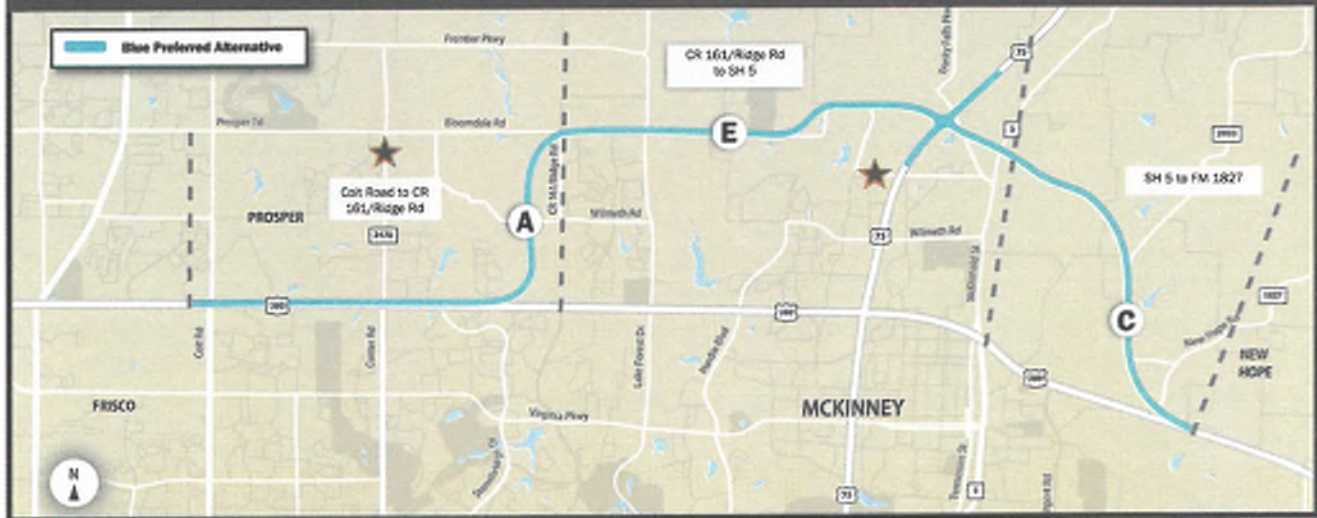


# Proposed Improvements to US 380 from Coit Road to FM 1827

## In-Person Public Hearings: Feb. 16, 2023 and Feb. 21, 2023

CSJs: 0135-02-065, 0135-03-053, 0135-15-002

### IN-PERSON HEARING LOCATIONS



★ **Collin County Courthouse  
Central Jury Room**  
2100 Bloomdale Road  
McKinney, TX 75071  
Thursday, Feb. 16, 2023  
5:30 p.m. to 7:30 p.m.

#### Directions to Collin County Courthouse

##### From US 380

- Turn north on US 75
- Take the Laud Howell Parkway exit
- Turn left onto Bloomdale Road
- Collin County Courthouse is on the right



★ **Rhea's Mill Baptist Church  
Gymnasium**  
5733 N Custer Road  
McKinney, TX 75071  
Tuesday, Feb. 21, 2023  
5:30 p.m. to 7:30 p.m.

#### Directions to Rhea's Mill Baptist Church

##### From US 380

- Turn north on Custer Road
- Take a slight left onto Old Custer Road
- Rhea's Mill Church is on the left

*These are free events. No admission or parking fees will be charged.*

### VIRTUAL PUBLIC HEARING



The virtual public hearing can be viewed at anytime beginning on Thursday, Feb. 16, 2023 at 5:30 p.m. through Tuesday, March 21, 2023 at 11:59 p.m. The same information will be available at the in-person and virtual hearings. You can access the virtual public hearing by scanning the QR code on this page using a phone or a tablet or visit:

[www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS)





**Aviso de Disponibilidad del Proyecto de Declaración de Impacto Ambiental y Aviso de Reunión Pública**  
**US 380**  
**Desde Coit Road hasta FM 1827**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**  
**Condado de Collin, Texas**

El Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) propone construir la US 380 como una autopista principalmente en la nueva ubicación de Coit Road y la US 380 existente alrededor de la parte norte de McKinney conectando de nuevo con la US 380 existente cerca de Farm to Market (FM) Road 1827, al este de la ciudad de McKinney. Este aviso informa al público que un Proyecto de Declaración de Impacto Ambiental (DEIS por sus siglas en inglés) está disponible para revisión y que TxDOT estará llevando a cabo una reunión pública virtual, en persona y en línea sobre el proyecto propuesto. El propósito de la reunión es presentar el DEIS y el diseño esquemático actualizado de la "Alternativa Azul", que ha sido identificada como la Alternativa Preferida de TxDOT. La alternativa preferida enlaza los segmentos A, E y C.

El DEIS está disponible para su revisión en línea en [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS), y una copia impresa está disponible para su revisión en la Oficina del Distrito de Dallas de TxDOT.

A continuación se indican las fechas, horas y lugares de las reuniones. La misma información estará disponible en las reuniones públicas y virtuales, incluyendo una presentación de video pregrabada con componentes audiovisuales.

<b>Reunión en Persona</b>	<b>Reunión en Persona</b>	<b>Reunión Pública Virtual*</b>
Jueves, 16 de febrero de 2023	Martes, 21 de febrero de 2023	Jueves, 16 de febrero de 2023, a
5:30 p.m. to 7:30 p.m.	5:30 p.m. to 7:30 p.m.	partir de las 5:30 p.m. hasta el
Collin County Courthouse	Rhea's Mill Baptist Church	martes 21 de marzo de 2023 a las
Central Jury Room	5733 N. Custer Rd.	11:59 p.m.
2100 Bloomdale Rd.	McKinney, TX 75071	<a href="http://www.keepitmovingdallas.com/US380EIS">www.keepitmovingdallas.com/</a>
McKinney, TX 75071		<a href="http://www.keepitmovingdallas.com/US380EIS">US380EIS</a>
		*Este no es un evento en vivo

Para ver los materiales de la reunión pública virtual, los participantes pueden dirigirse a la dirección web indicada anteriormente en cualquier momento durante las fechas indicadas. En persona podrán ver la presentación que se reproducirá en una pantalla, revisar copias impresas de los materiales del proyecto, hacer preguntas al personal y/o consultores de TxDOT y dejar comentarios. Las reuniones públicas en persona seguirán un formato de "casa abierta", lo que significa que pueden ir y venir a su conveniencia.

Si no tiene acceso a Internet o no desea asistir a una reunión pública, puede llamar al (214) 320-4469 entre las 8 a.m. y las 5 p.m., de lunes a viernes, para hacer preguntas y acceder a los materiales del proyecto durante el proceso de desarrollo del proyecto.

El proyecto propuesto proporcionaría una nueva ubicación, de ocho carriles, autopista de acceso controlado con dos carriles, carreteras frontales de un solo sentido a cada lado de Coit Road y la existente US 380 a la terminal oriental en los EE.UU. 380 y FM 1827 existentes. El objetivo del proyecto es gestionar la congestión y mejorar la movilidad y la seguridad este-oeste en toda la zona de estudio. El típico derecho de paso propuesto (ROW por sus siglas en inglés) sería de aproximadamente 420 pies de ancho, con el ancho mínimo y máximo de ROW que van desde 330 pies a 1,582 pies, respectivamente. Dependiendo de la ubicación, la sección típica de la autopista consistiría en cuatro carriles de viaje de 12 pies de ancho en cada dirección con hombros interiores y exteriores de 10 a 17 pies de ancho y carreteras frontales de dos carriles (cada uno de 12 pies de ancho) de un solo sentido a ambos lados de los carriles principales. Los caminos de uso

compartido construidos a lo largo del exterior de las carreteras frontales proporcionarían alojamiento para bicicletas y peatones. La superficie total propuesta de ROW se estima en 1,083.5 acres. El proyecto propuesto pasa por la ciudad de Prosper, la ciudad de McKinney y el condado de Collin.

No se prevé que el proyecto propuesto impacte ninguna propiedad existente protegida bajo la Sección 4(f) de la Ley del Departamento de Transporte de 1966. TxDOT recibió información en noviembre de 2022 sobre varios parques futuros planeados en la Ciudad de Prosper y está evaluando cada propiedad para la elegibilidad de la Sección 4(f).

El proyecto propuesto, sujeto a consideraciones finales de diseño, requeriría la adquisición de ROW adicional y potencialmente desplazaría 22 residencias y 35 negocios. La asistencia para la reubicación está disponible para las personas desplazadas y las empresas. La información sobre el Programa de Asistencia de Reubicación de TxDOT y los servicios y beneficios para los desplazados y otros propietarios afectados, así como información sobre el cronograma tentativo para la adquisición y construcción de ROW, se puede obtener de la oficina del Distrito de Dallas de TxDOT llamando al (214) 320-6675 o en línea en [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS).

El proyecto propuesto implicaría la construcción en humedales y una acción en una llanura de inundación y un camino de inundación.

La documentación y los estudios ambientales, incluido el DEIS y cualquier mapa y dibujo que muestre la ubicación y el diseño del proyecto, los cronogramas tentativos de construcción y otra información relacionada con el proyecto propuesto están archivados y disponibles para su inspección de lunes a viernes entre las 8 a.m. y las 5 p.m. en la Oficina del Distrito de Dallas de TxDOT, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Las copias impresas del esquema de diseño también estarán disponibles para su revisión en el Ayuntamiento de Prosper, el Ayuntamiento de McKinney y el Palacio de Justicia del Condado de Collin, así como en línea en [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS) a partir del jueves 16 de febrero a las 5:30 p.m., y en forma impresa para su revisión en la audiencia pública en persona.

La audiencia pública se llevará a cabo en inglés. Si necesita un intérprete o traductor de documentos porque el inglés no es su idioma principal o tiene dificultades para comunicarse eficazmente en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o si es una persona con una discapacidad que requiere una adaptación para asistir y participar en la audiencia pública virtual o en la opción en persona, comuníquese con la Oficina de Información Pública de TxDOT al (214) 320-4480 a más tardar a las 4 p.m. el lunes 13 de febrero de 2023. Tenga en cuenta que se requiere notificación anticipada ya que algunos servicios y adaptaciones pueden requerir tiempo para que TxDOT los organice.

Se solicitan comentarios del público con respecto al proyecto propuesto y pueden enviarse a la Oficina del Distrito de Dallas de TxDOT, 4777 East US Highway 80, Mesquite, Texas 75150-6643 o [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Los comentarios verbales pueden enviarse llamando al (833) 933-0443. Todos los comentarios deben recibirse o tener el sello postal antes del martes 21 de marzo de 2023. Las respuestas a los comentarios recibidos antes de la fecha límite estarán disponibles en el sitio web del proyecto una vez que se hayan preparado.

Si tiene alguna pregunta o inquietud general con respecto al proyecto propuesto o la audiencia, comuníquese con el Gerente de Proyecto de TxDOT, el Sr. Stephen Endres, P.E., al (214) 320-4469 o [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales Federales aplicables para este proyecto están siendo realizadas o han sido realizadas por TxDOT de conformidad con el 23 U.S.C. 327 y un Memorando de Entendimiento con fecha de 9 de diciembre de 2019 y ejecutado por Administración Federal de Carreteras (FHWA por sus siglas en inglés) y TxDOT.





# Mejoras Propuestas a US 380 de Coit Road a FM 1827

## Reunión Pública: 16 de febrero de 2023 y 21 de febrero de 2023

CSJs: 0135-02-065, 0135-03-053, 0135-15-002

### LUGARES DE REUNIÓN PÚBLICA



★ **Collin County Courthouse  
Sala Central del Jurado**  
2100 Bloomdale Road  
McKinney, TX 75071  
Jueves, 16 de febrero de 2023  
5:30 p.m. to 7:30 p.m.

Direcciones a Collin County Courthouse

#### Desde la US 380

- Gire hacia el norte en la US 75
- Tome la salida Laud Howell Parkway
- Gire a la izquierda en Bloomdale Road
- Collin County Courthouse está a la derecha



★ **Rhea's Mill Baptist Church  
Gimnasio**  
5733 N Custer Road  
McKinney, TX 75071  
Martes, 21 de febrero de 2023  
5:30 p.m. to 7:30 p.m.

Direcciones a Rhea's Mill Baptist Church

#### Desde US 380

- Gire hacia el norte en Custer Road
- Gire a la izquierda en Old Custer Road
- Rhea's Mill Church está a la izquierda

Estos son eventos gratuitos. No se cobrarán tarifas de admisión o estacionamiento.

### REUNIÓN PÚBLICA VIRTUAL



La reunión pública virtual se puede ver en cualquier momento a partir del jueves 16 de febrero de 2023 a las 5:30 p.m. hasta el martes 21 de marzo de 2023 a las 11:59 p.m. La misma información estará disponible en las reuniones en persona y virtuales. Puede acceder la reunión pública virtual escaneando el código QR en esta página usando un teléfono o una tableta o visite:

[www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS)





## THÔNG BÁO

**Thông báo hiệu lực dự thảo báo cáo việc ảnh hưởng đến môi trường và điều trần công khai cho dự án thuộc đại lộ US 380**

**Mã điều lệ CSJs: 0135-02-065, 0135-03-053, 0135-15-002  
Quận Collin, Texas**

Sở Giao Thông Vận Tải của Tiểu Bang Texas (TxDOT) đang đề xuất chuyển đổi Đại Lộ US 380 thành xa lộ chính tại vị trí mới, sẽ bắt đầu từ đường Coit và Đại Lộ US 380 hiện tại ở mảng phía Bắc của McKinney, nối trở lại với đường Đại Lộ US 380 hiện tại gần đường Farm to Market (FM) ở mảng phía Đông thành phố McKinney. TxDOT sẽ đưa ra bản dự thảo báo cáo các ảnh hưởng đến cộng đồng và môi trường (DEIS) cho công chúng tiện theo dõi. Buổi điều trần về dự án đề ra sẽ được tổ chức qua buổi họp gặp mặt trực tiếp hoặc online mở rộng. Mục đích buổi họp sẽ trình bày thông tin DEIS và cập nhật mô hình của dự án "Blue Alternative", đã được xác định là giải pháp thay thế ưu tiên của TxDOT. Giải pháp thay thế này có liên kết với Phân đoạn A, E và C.

Quý vị có thể tìm hiểu thêm và theo dõi bản báo cáo DEIS online tại [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS) hoặc xin bản in giấy copy tại trụ sở giao thông vận tải TxDOT Dallas.

Ngày, giờ và địa điểm của buổi điều trần được liệt kê dưới đây. Nội dung được truyền tải bao gồm hình ảnh, video và âm thanh được ghi lại, tại buổi họp mặt trực tiếp hoặc online đều như nhau.

**Buổi họp gặp mặt trực tiếp**  
Thứ 5, Ngày 16 tháng 02, 2023  
Từ 5:30 p.m. đến 7:30 p.m. (Giờ chiều)  
Địa điểm tại Tòa Án Quận  
Collin Phòng  
Central Jury Room  
2100 Bloomdale Rd.  
McKinney, TX 75071

**Buổi họp gặp mặt trực tiếp**  
Thứ 3, Ngày 21 tháng 02, 2023  
Từ 5:30 p.m. đến 7:30 p.m. (Giờ chiều)  
Tại nhà thờ  
Rhea's Mill Baptist Church  
5733 N. Custer Rd.  
McKinney, TX 75071

**Theo dõi điều trần công khai online** (\*Không cần phải theo dõi trực tiếp) Thông tin sẽ được đăng tải bắt đầu từ Thứ Năm ngày 16 tháng 02, 2023 5:30 p.m. đến tối Thứ Ba, Ngày 21 tháng 03 11:59 p.m. Tra Cập trang Web [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS)

Khi tham dự điều trần online, các tài liệu có sẵn được đăng tải trên website ở trên bất cứ thời điểm nào trong thời hạn chỉ định. Nếu quý vị tham dự buổi họp trực tiếp, hình ảnh và thông tin sẽ được trình bày trên màn hình và bản in giấy copy của tài liệu của dự án. Quý vị có thể đặt câu hỏi cho nhân viên của TxDOT và chuyên gia tư vấn, đưa ra ý kiến và để lại nhận xét. Buổi họp mặt trực tiếp sẽ theo thể thức như một buổi họp mở rộng tự do (Open House), quý vị có thể đến tham dự và đi tùy ý.

Dự án đề xuất sẽ đưa ra một vị trí mới với 8 làn đường xe xa lộ ra vào có kiểm soát, có đường hợp lại, 2 làn mỗi chiều bắt đầu từ đoạn đường kết nối giữa Coit và xa lộ US 380 hiện tại tới hướng Đông Exit đoạn kết nối của US 380 và FM 1827. Mục đích của dự án nhằm giải quyết tắc nghẽn giao thông, hỗ trợ cho việc lưu thông đi lại hai hướng Đông Bắc và bảo đảm sự an toàn cho khu vực nghiên cứu này. Làn đường được ưu tiên (Right-of-way, ROW) thông thường sẽ có tổng chiều ngang rộng khoảng 420 feet, tổng chiều ngang của làn đường được xây thường rộng ít nhất từ 330 feet đến 1,582 feet. Tùy thuộc vào địa điểm trên đường xa lộ, mỗi hướng thường có 4 làn đường, mỗi làn rộng 12 feet, làn bên trong cùng và bên vai ngoài cùng rộng khoảng 10-17 feet, 2 đường giữa (rộng 12 feet), làn đường hợp lại một chiều ở hai bên hướng. Các đường dùng chung (Shared-use paths) được xây bên ngoài làn đường hợp lại, sẽ tạo thêm đường cho người đi bộ, và xe đạp. Tổng diện tích xây các làn đường ưu tiên này được ước tính là 1,083.5 acres. Cộng trình dự án được đề xuất sẽ xây qua thành phố Prosper, McKinney và Quận County.

Dự án được đề xuất dự đoán sẽ không ảnh hưởng đến các địa ốc hiện tại được bảo vệ theo luật Mục 4 (f) của Đạo Luật Sở Giao Thông Vận Tải năm 1966. Trong tháng 11 năm 2022, TxDOT đã nhận được thông tin về các công viên công cộng được lên kế hoạch xây dựng trong tương lai và đang đánh giá từng căn địa ốc được công nhận trong luật Mục 4(f).

Nếu phải bổ sung thêm làn đường ưu tiên ROW, sẽ dẫn đến việc di dời 22 khu nhà cư dân và 35 trụ sở kinh doanh. Những cá nhân và chủ doanh nghiệp bị ảnh hưởng sẽ được hỗ trợ và bồi thường cho việc di dời. Văn phòng địa phương của TxDOT sẽ cung cấp thông tin về chương trình Hỗ Trợ Tái Định Cư của TxDOT (TxDOT Relocation Assistance Program) bao gồm các dịch vụ và quyền lợi cho những cá nhân và chủ doanh nghiệp bị ảnh hưởng, cũng như lịch trình tiến hành dự án, việc mua lại nhà đất, và công trình xây dựng. Quý vị liên lạc bằng cách gọi số (214) 320-6675 hoặc tra cập web [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS).

Dự án đề xuất cũng sẽ liên quan đến việc xây dựng trên vùng đất ngập nước và vùng dễ ngập lụt.

Tài liệu thông tin, hồ sơ, và bản sát khảo mọi trường bao gồm dự thảo EIS, các bản đồ, bản vẽ, lịch trình tiến độ và các thông tin liên quan đến dự án sẽ được mở ra cho công chúng tìm hiểu, xem xét tại địa điểm: TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643, từ thứ 2 đến thứ 6, từ 8 giờ sáng đến 5 giờ chiều. Công chúng có thể xem bản in sơ đồ dự án trực tiếp tại Prosper Town Hall, McKinney City Hall, và tòa án quận Collin hoặc tra cập website [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS) bắt đầu từ Thứ 5, ngày 16 tháng 2 lúc 5:30 p.m. chiều hoặc nhận bản in khi tham dự tại buổi họp gặp mặt trực tiếp.

Buổi điều trần công khai sẽ được trình bày bằng tiếng Anh. Tuy nhiên, nếu quý vị muốn tham dự tại buổi họp gặp mặt trực tiếp hoặc trực tuyến online, nhưng gặp khó khăn về ngôn ngữ và cần người phiên dịch hoặc lấy bản in bằng tiếng Việt, người tàn tật, xin vui lòng ghi danh trước với Văn Phòng Thông Tin TxDOT, gọi số (214) 320-4480, trước 4 p.m. chiều, Thứ 2, ngày 13 tháng 02, 2023 để được hỗ trợ. \*Quý vị lưu ý là cần phải đăng ký sớm với văn phòng tổ chức để sắp xếp dịch vụ hỗ trợ kịp thời.\*

Công chúng được khuyến khích đóng góp ý kiến và bình luận về dự án đề xuất tại văn phòng Dallas TxDOT 4777 East US Highway 80, Mesquite, Texas 75150-6643 hoặc gửi email đến [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov), hoặc gọi số (833) 933-0443. Mọi nhận xét, bình luận cần phải được ghi nhận trước Thứ 3, ngày 21 tháng 03, 2023. Lời phản hồi từ TxDOT tới những ý kiến, câu hỏi và lời bình luận nhận được ghi nhận trước thời hạn đưa ra sẽ được chia sẻ trên website của dự án.

Nếu quý vị có bất kỳ câu hỏi, hoặc thắc mắc liên quan đến dự án này hoặc từ buổi điều trần, xin vui lòng liên lạc trực tiếp đến Giám Đốc Dự Án TxDOT, Mr. Stephen Endres, P.E. bằng cách gọi số (214) 320-4469 hoặc [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).

TxDOT đang thực hiện mọi hoạt động, tư vấn cho dự án và đánh giá môi trường theo luật môi trường hiện hành của chính phủ Liên Bang 23 U.S.C. 327 và Biên bản ghi nhớ ngày 9 tháng 12 năm 2019, và được thực hiện bởi FHWA và TxDOT.



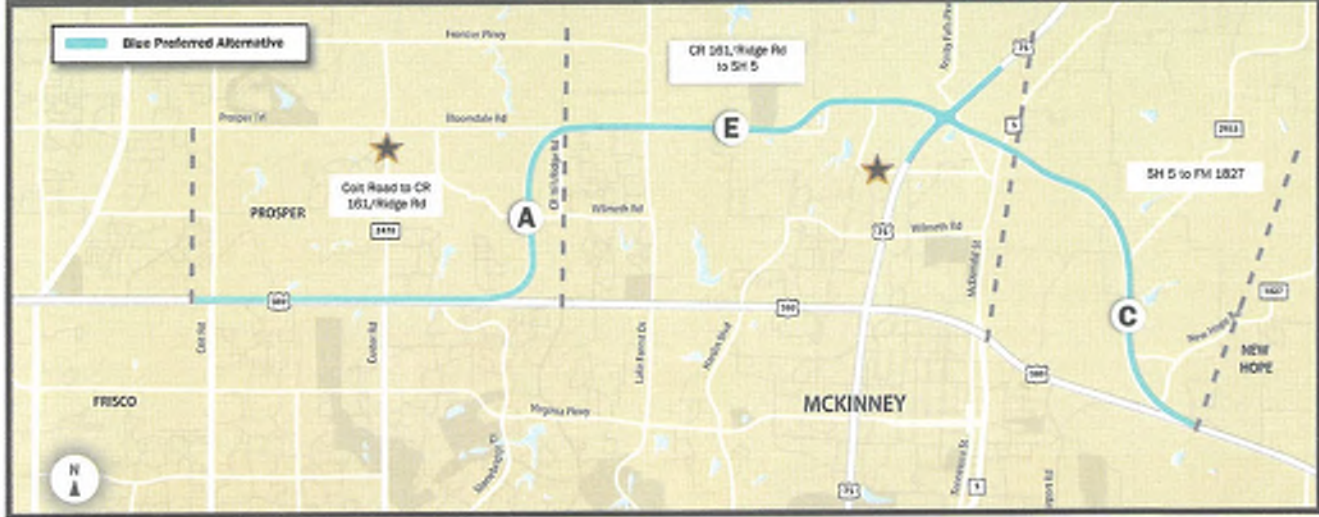


# DỰ ÁN CẢI TIẾN ĐẠI LỘ US 380 TỪ ĐƯỜNG COIT ROAD ĐẾN FM 1827

## Buổi Điều Trần Trực Tiếp Ngày 16 và Ngày 21 tháng 2, 2023

Mã điều lệ CSJs: 0135-02-065, 0135-03-053, 0135-15-002

### CÁC ĐỊA ĐIỂM BUỔI HỌP GẶP MẶT TRỰC TIẾP



★ **Tòa Án Quận Collin  
Phòng Central Jury Room**  
2100 Bloomdale Rd.  
McKinney, TX 75071

**Thứ 5, Ngày 16 tháng 02, 2023**  
Từ 5:30 p.m. đến 7:30 p.m. (Giờ chiều)

Hướng dẫn đường đến buổi họp tại Tòa Án Quận Collin

#### Đi từ Đại Lộ US 380

- Đi theo hướng Bắc US 75
- Đi lối ra Exit Laud Howell Parkway
- Rẽ trái vào Đường Bloomdale Road
- Tòa án Quận Collin ở bên phải



★ **Nhà thờ Rhea's Mill Baptist Church**  
**Tại phòng Gym**  
5733 N. Custer Rd.  
McKinney, TX 75071

**Thứ 3, Ngày 21 tháng 02, 2023**  
Từ 5:30 p.m. đến 7:30 p.m. (Giờ chiều)

Hướng dẫn đường đến buổi họp tại nhà thờ  
Rhea's Mill Baptist Church

#### Đi từ Đại Lộ US 380

- Đi theo hướng Bắc đường Custer Road
- Rẽ trái đường Old Custer Road
- Nhà thờ Rhea's Mill Church nằm ở phía bên trái

*Quý vị tham gia sự kiện này hoàn toàn miễn phí, sẽ không cần phải trả phí vào cổng và đậu xe.*

### THEO DÕI ĐIỀU TRẦN CÔNG KHAI ONLINE



Theo dõi điều trần công khai online bất cứ thời điểm nào từ Thứ 5, ngày 16 tháng 02, 2023 5:30 p.m. đến tối Thứ 3, Ngày 21 tháng 03 lúc 11:59 p.m. Nội dung của buổi điều trần được truyền tải Online và qua buổi họp gặp mặt trực tiếp đều như nhau. Quý vị có thể đăng nhập bằng cách chụp hình vuông QR code ở trang này bằng điện thoại di động hoặc bàn tablet hoặc tra cập trang web:

[www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS)

**From:** Cara Skowronski [REDACTED]  
**Sent:** Saturday, April 1, 2023 5:03 PM  
**To:** Stephen Endres; Ceason Clemens  
**Subject:** Hwy 380 - Comment Period Extension

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. Enders and Mr. Clemens,

Thank you for taking comments regarding the 380 Project in Collin County, TX. I am a resident of the Tucker Hill neighborhood in McKinney.

I am writing to request an additional extension of time to submit comments for the EIS as our lives, our homes, our health, and our safety will be potentially impacted daily by the actions of TxDOT. Our neighborhood leaders were waiting for a meeting with TxDOT engineers and experts to clarify some of our outstanding questions to help with our comments and after a month of waiting were told by TxDOT the meeting would no longer be an option. This has left us trying to sort out our study-related questions and hundreds of pages of analysis on our own over the past ten days. We have an outstanding list of questions regarding the noise and air pollution studies, mitigation, community impacts, traffic data, and the overall process. The city of McKinney has agreed to meet with our neighborhood leaders to help with our mitigation concerns, but that critical meeting, in order for us to submit proper comments, is pending a date that will likely not occur until after April 5.

Our comments over the past 7 years have largely been shaped by what we learn from the TxDOT engineers and experts. According to the NEPA process, we know that once the comments have been collected, those comments are what help to shape the next steps of the FEIS and ROD. While a meeting with TxDOT would still be our preference, if we are left to continue to sort this out independently, we need more time. We were only given notice that our questions would not be answered on March 20, 2023. As the regulation allows for a longer comment period if deemed necessary to ensure the public and other stakeholders have sufficient time to review and provide meaningful input on complex or contentious projects, I hope we as homeowners and taxpayers can be afforded this patience and grace as we aim to learn more, respond thoughtfully, and protect our families and communities.

Thank you,

Cara Skowronski  
Cheltenham Ave, McKinney, TX 75071

\*\*\*\*\*

Cara M. Skowronski

[REDACTED]  
313.598.2758

**From:** Sooner Ceo [REDACTED]  
**Sent:** Wednesday, April 19, 2023 9:53 AM  
**To:** Stephen Endres  
**Cc:** Roger  
**Subject:** Segment A opposition

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 a McKinney homeowner, I believe in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

First, the facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents and disrupting existing traffic patterns. Additionally, priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. The facility does serve a noble purpose, but TxDOT has not factored in McKinney residents directly impacted who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of the McKinney community is how Bill Darling leveraged his ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill for his personal gain. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.”

TxDOT selectively relied on the EIS to support their choosing of Segment A, when many flaws appear in the underlying analysis and interpretation of the EIS. This in no way represents all the issues, but only a handful.

### Noise Pollution

The TxDOT noise study for Tucker Hill, and surrounding communities, was flawed and biased as compared to ManeGait. The noise study itself appeared to use outdated data to estimate the impact of noise on many communities. The study evaluated only a single barrier south of Tucker Hill (a community of over 380 homes with plans for 600) and lacks data for Heatherwood, Stonebridge Ranch, and Timber Ridge, while providing ample data around MainGait, a facility with transient guests. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents, or residents with disabilities – collectively, who likely outnumber MainGait's transient guests.

TxDOT proposes to surround the Tucker Hill neighborhood on both the south and east side with a highway and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood.

### Traffic Analysis

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Furthermore, traffic projections were increased based on the rerouting of traffic to a wider highway, rather than the overall regional demand. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### Community Cohesion

TxDOT's conclusion that there is no increased community cohesion impact to McKinney residents with Segment A in regards to school districting is once again incorrect and appears to show a bias or, simply, a failure to conduct proper research. With Segment A, neighborhoods of children will be cut off from their zoned elementary schools.

### Construction and Noise Pollution

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

"Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts."

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. What are the plans for noise and vibration mitigation while lowering the existing grade in bedrock so close to homes in Tucker Hill and Stonebridge Ranch? What are the plans for egress to the impacted neighborhoods during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### Air Pollution

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the surrounding communities.

### Quality of Comments Collected

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that

they were legitimately provided by resid  
record.

TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of these comments. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of McKinney, unfairly seizing the residents' ability to enjoy

**Cordially,**

Carlene Lower  
7301 Darrow Dr  
McKinney, tx 75071  
214-799-3311



**From:** Guillermo G Solomon [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:14 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Carlos Guillermo Solomon  
3320 Estes park Ln, Mckinney, TX 75070

**From:** Guillermo Solomon [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:25 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Carlos Guillermo Solomon

3320 Estes park Ln, McKinney, TX 75070

**From:** Guillermo Solomon [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:25 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Carlos G Solomon

3320 Estes park, McKinney, TX 75070



**From:** Carol Best [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:54 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

I strongly urge you to implement Segment B as the preferred option for the US 380 bypass from Coit Rd to FM1827. Thank you!  
Carol Best

Sent from my iPhone

**From:** Carol Carrillo [REDACTED]  
**Sent:** Thursday, March 16, 2023 5:36 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Carol and Keith Green [REDACTED]  
**Sent:** Thursday, March 16, 2023 8:51 AM  
**To:** Stephen Endres  
**Subject:** Change 380 bypass from route C to D

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,

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, business, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie than route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

Personally, Route C will destroy an area that I have known and loved as a long-time resident of Collin County. If Route C is imposed we will lose access to community riding arenas, wooded trails, and outdoor pursuits.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

Thank you for taking the time to consider this change.

Sincerely,  
Carol Green

**From:** Carol Keese [REDACTED]  
**Sent:** Tuesday, March 28, 2023 7:29 PM  
**To:** Stephen Endres  
**Subject:** No to segment A in 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.

Sent from my iPhone

**From:** Carol Ownby [REDACTED]  
**Sent:** Wednesday, March 15, 2023 8:34 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

Stephen, good morning! As a Tucker Hill resident, I DO NOT support the current TxDot decision on the 380 bypass for the following reasons:

The increase in sound will happen; my home is on the far back of Tucker Hill and I can hear the noise now from the current 380 traffic. There is a stop light that slows traffic down but now it will be a full blown freeway at high speed. It will also be located very close to current homeowners whose lives and homes are in danger WHEN there will be an accident that causes trucks/cars to fly/veer off the road.

Tucker Hill is the most unique of ALL neighborhoods in Collin County. It is a front porch neighborhood where families are always outside enjoying leisure time and exercise - something our country is losing so please don't take this away due to noise and pollution.

Tucker Hill is a destination at Christmas as families in the surrounding area come to view the Christmas lights! It is a constant stream of cars throughout the holiday season.

There is only one access/egress - how in the world will this be safe with an 8 lane freeway in front of our current entrance?

Why would TxDot choose a much more expensive bypass? Taxpapers money

There are other options and I do understand the need but this is a VERY poor choice

Thank you for your consideration - Carol

*Carol Ownby  
Community Health Clinic, Chair  
Board of Directors  
214-686-4559*

**From:** Carolyn Fredricks [REDACTED]  
**Sent:** Monday, April 17, 2023 4:58 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Carolyn Solis [REDACTED]  
**Sent:** Thursday, March 16, 2023 6:34 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Carolyn Solis

Sent from my iPhone

**From:** Carrie Sheppard [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:41 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Carrie Sheppard



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:29 PM  
**To:** Carrie Sheppard [REDACTED]  
**Subject:** RE: US380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Carrie Sheppard [REDACTED]  
**Sent:** Friday, February 24, 2023 6:17 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380

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.

As a resident of Stonebridge Ranch, I am **opposed to TxDOT's Preferred Alternative Segment A of the "Blue Alternative" and continue to Support Segment B** as the best option available for this project. It is the least disruptive to businesses and homes and the least expensive option available as evidenced by the Segment Analysis developed by TxDOT in March of 2022 and February of 2023.

Thank you,

Carrie Sheppard

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 4:29 PM  
To: Carrie Sheppard [REDACTED] >  
Subject: RE: US380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Carrie Sheppard [REDACTED]  
Sent: Friday, February 24, 2023 6:12 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: US380

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.

As a resident of Stonebridge Ranch, I would like to

Carrie Sheppard

[A Texas Department of Transportation (TxDOT) message] <<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C2231c8332c57436ded8708db19dc5278%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132206281433192%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Fwb8ey2CtUi33VICToydaVvhNRvCX1NRGIZ0bEV5nko%3D&reserved=0>>

**From:** Cassie F. DeHart [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:53 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hi Mr Endres,

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Cassie F DeHart  
6509 Valley View Dr  
McKinney, TX. 75071

[Sent from Yahoo Mail on Android](#)

**From:** Catherine Hinojosa [REDACTED]  
**Sent:** Tuesday, March 14, 2023 1:48 PM  
**To:** Stephen Endres; [REDACTED]  
[REDACTED]  
**Subject:** Change 380 bypass from route C to D

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.

Please, please consider changing the 380 bypass from route C to D. With route C you would be putting a HUGE freeway right next to a horse barn and extremely close to a house. This is not only a noise issue, but a safety and quality of life issue for both the people and the horses living there. So I urge you to reconsider your choice.

Catherine Hinojosa



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I have several concerns with my neighborhood & the location of the new highway @ 161 & Bloomdale Rd. I live in the Bloomridge Community.

① I want to know what the air quality will be when there is traffic/pile-ups & several trucks & cars are sitting on the highway in front of my house at Bloomridge Community. There was no study conducted on the air quality of all those emissions. I want to see a quantitative air quality study based on all the actual house & traffic that would accumulate in that road.

② The freeway will be up 15' at the point of my current entry to the community. There is NO Barrier Wall projected. I want a barrier wall! It is bad enough that I will see this monstrosity - I don't want to hear it as well!

③ I want to see what the frontage landscaped area of the removed existing Bloomdale Rd will look like coming into the community.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Catherine Kuehn

Address: 5909 Bellflower Dr.

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney, TX 75071

I moved to my area to be more in the country & am devastated that an enormous highway is taking up more of the beauty that is McKinney. "UNIQUE IN NATURE" is a joke!

**From:** Stephen Endres [REDACTED]  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Cathy Garrett  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 Bypass

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16th and 21st.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

-----Original Message-----

**From:** Cathy Garrett [REDACTED]  
**Sent:** Monday, March 13, 2023 9:22 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** 380 Bypass

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 Morning to both of you!

I would like to formally request an extension of the comment period regarding the proposed 380 Bypass as members of our community need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by the proposed Segment Option A.

I firmly believe that all resources currently being allocated to a proposed 380 Bypass should be placed towards creating an appropriately planned and executed 635-like Outer Loop (sized for future growth!) as well as north/south thoroughfares feeding the Loop.

However, IF a 380 bypass is to be developed the choice is clear ... Segment B.

The decision between choosing Proposed segment A vs Proposed segment B CANNOT be based on public opinion regarding the MainGait Horse facility (which could easily be relocated ... it just needs land)!! ALL points of comparison between the 2 proposed options make choosing Segment B the OBVIOUS route (based on COST to build and to taxpayers, engineering feasibility, short and long term affects of extreme increases in road/traffic noise, safety of route, traffic flow addressing the congestion at the intersection of 380 & Custer, impact to existing neighborhoods vs undeveloped land, utility

complications,). At some point, the "popularity" & public campaign of ManeGait HAS to be set aside and facts need to be the deciding factors. Segment B makes sense!!

I certainly appreciate you taking the time to listen to what the members of every community have to say on this issue ... not just ManeGait and Prosper.

Have a very Blessed week!

Cathy Garrett  
859-559-2234  
7413 Darrow Drive  
McKinney, TX 75071  
Live, Laugh, Love and Hold On

**From:** Cathy Garrett [REDACTED]  
**Sent:** Tuesday, March 28, 2023 2:43 PM  
**To:** Stephen Endres; Ceason Clemens; [REDACTED]  
[REDACTED]  
**Subject:** US Hwy 380 Bypass

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.

Hello to each of you and thank you for taking time to hear from citizens regarding the proposed US Hwy 380 bypass in McKinney, TX.

I have voiced concerns on public platforms but want to re-state those concerns here. In addition to prior comments I have some other thoughts as well.

I firmly believe that all resources currently being allocated to a proposed 380 Bypass should be placed towards creating an appropriately planned and executed Outer Loop (sized for future growth!) as well as north/south thoroughfares feeding the Loop.

However, IF a 380 bypass is to be developed the choice for the route on the western side is clear ... Segment B which provides a legitimate BYPASS approach around this area.

There is NO reason for the city of McKinney and its residents to shoulder such a vast portion of the fiscal responsibility and “inconveniences” of the construction and long-term location of the bypass. Especially when much of the traffic congestion along US Hwy 380 is due to the growth of areas/cities to the east and west of McKinney ... yet we are being expected to pay for it?!

The decision between choosing Proposed segment A vs Proposed segment B CANNOT be based on public opinion regarding the MainGait Horse facility!! ALL points of comparison that have been publicly shared by TXDOT between the 2 proposed options make choosing Segment B the OBVIOUS route [based on the extreme increase in COST for segment A, engineering feasibility of the project (segment B would require several miles less be constructed)), safety of route (segment A utilizes two dangerous 90 degree turns for traffic!!!), traffic flow addressing the congestion at the intersection of 380 & Custer, impact to existing neighborhoods vs undeveloped land, utility complications,). At some point, the “popularity” & public campaign of ManeGait and the city of Prosper HAS to be set aside and facts need to be the deciding factors. Segment B makes sense!!

Some of the additional concerns focus on the safety and health of the residents of our neighborhood - the Tucker Hill community in McKinney. Tucker Hill is a FRONT PORCH Living Community by name and design! Residents have chosen to live here for the peace and tranquility the location has to offer. It is an extremely outdoor-living focused neighborhood.

The currently proposed bypass Segment A flanks Tucker Hill on not just one but TWO sides - both the south side AND the east side! (Consisting of 8 lanes of highway as well as 3 lanes of high speed “access road” traffic on each side of the highway!) The design will actually consume quite a bit of the land on the south side AND remove the ONLY current neighborhood entrance as we know it. The route along the east side of Tucker Hill will be a raised section of highway as well.



Not only does Segment A completely isolate Tucker Hill from the city of McKinney it will envelope the area with constant, loud road noise! As the mom of a son on the Autism Spectrum who has sensory issues, we have an extreme amount of concern about the long-term effects that traffic noise inflicted on our neighborhood will have ... on ALL of its residents! I am CONFIDENT that the sound study presented by TXDOT segment A is fatally flawed and very much under calculates the amount of road noise our neighborhood will experience.

As the proposed Segment A is currently drawn and Tucker Hill is isolated from the city of McKinney what will be the safety implications? Will citizens still be able to receive quick access from city safety personnel ( ie police, EMT, fire)? Will we be able to quickly get from our community to the area emergency locations?

The residents of McKinney deserve to receive transparency regarding the US Hwy 380 bypass decisions! How in the world would proposed Segment A be chosen over Segment B? This is a legitimate question that deserves an answer because Segment B (or something further west) still seems to be the extremely clear and logical decision!

Thank you for your time and consideration!

Cathy Garrett  
A very concerned McKinney, TX resident  
7413 Darrow Drive  
McKinney, TX 75071  
Live, Laugh, Love and Hold On

April 20, 2023

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.



The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Cedric and Monica Cascio  
2605 Fitzgerald Avenue  
McKinney, TX 75071

(214) 207-8993

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)

9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)

10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)

35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)



19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)

17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health.](#)
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)



**From:** Cedric Cascio [REDACTED]  
**Sent:** Thursday, April 20, 2023 10:21 PM  
**To:** Stephen Endres  
**Subject:** 380 Segment A Comments  
**Attachments:** [Cascio - US 380 Segement A Comments - April 2023.pdf](#)

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 am a resident of the Tucker Hill neighborhood in McKinney, and am disturbed by TxDOT's decision to proceed with 380 - Segment A. Although the attached letter is pretty much what many of our neighbors are submitting, it is very well researched and says it all.

Unlike my neighbors, I am an environmental professional. And although NEPA is not my field of expertise, I am very familiar with the process and the several components. I have read the EIS and cannot reach the conclusion that Segment A is the best way to proceed with the proposed bypass. The EIS conclusions and recommendations are inconsistent with much of the data as well as typical recommendations in similar circumstances elsewhere. In addition, I do not believe the effects to Tucker Hill were thoroughly studied, nor will they be properly mitigated.

Unfortunately, this tends to make me believe "other" factors are at play.

Please understand our concerns and take the suggestions in this letter seriously, and "upon the level".

Sincerely,  
Cedric and Monica Cascio

**From:** Chad Ahlemeyer [REDACTED]  
**Sent:** Sunday, April 2, 2023 8:44 PM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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.

> As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

> I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

>

> Sincerely,  
Chad Ahlemeyer

**From:** Charisse Barnes [REDACTED]  
**Sent:** Tuesday, March 28, 2023 5:39 PM  
**To:** Stephen Endres  
**Subject:** No to segment A on 380 bypass

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.

I do not want segment A. I live in Stonebridge Ranch. This bypass would ruin the neighborhood of Stonebridge and Tucker Hill.

Please do not pick Segment A. Go with segment B.

Sincerely,

Charisse Barnes

Sent from my iPhone

**From:** Charles Kallal [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:37 AM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass Segment

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Charles and Lisa Kallal

**From:** Christine Henry [REDACTED]  
**Sent:** Wednesday, April 19, 2023 11:24 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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.

To Whom It May Concern:

My husband n I have been residents in Tucker Hill, since September of 2017!

We moved here for the unique houses, landscaping, the front porch living, and peace and quiet of such a beautiful neighborhood!

Since living in McKinney my husband has had a heart valve replacement & has diabetes & other health issues... I was diagnosed with a rare form of ovarian cancer in May 2021.... I go to MDA in Houston, for treatment and tests on a continuous basis.

My husband & I both have many concerns regarding the proposed bypass & segment A!

I do not believe there has been a fair & in-depth assessment on the noise factor.

I do not think the dust, debris & pollution this construction will cause has legitimately been considered for those of us with major health issues in our community.

Many in our community are of retirement age n there are also several young children who live in our community with severe health issues, that need to be considered!

I submit the following questions:

1. Can you guarantee the air & pollution this major construction, will not cause any ill effects on the residence in our community?
2. Can you guarantee that the noise factor will do no harm to the residents, considering the lengthy projected time frame of completion?
3. Can you guarantee that there will be a second entrance & exit completed before any construction is started? Not only for residents, but for emergency vehicles & etc. when there is a need.

I ask that TXDOT reconsider option B.

Thank you for consideration!

Col. (Ret.) Charles E & Mrs Christine Henry

Sent from my iPhone

**From:** Chuck and Elaine Davis [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:55 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A /“Blue” Option!

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.

As a homeowner and citizen of McKinney, TX., I **strongly OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

**I—and West McKinney—strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

Charles W. Davis  
(325) 794-6229

Sent from mobile device

**From:** Charlette Vitz [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:56 PM  
**To:** Stephen Endres  
**Subject:** No to option A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. The noise on 380 is already out of control and wakes me up in middle of night and we have wall blocking us that does nothing to help. I hate to see how bad it will be when 380 is larger and raised. Would you like to see this and hear this in your backyard? I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Charlette Vitz  
Wren Creek



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** Highway will be ~~now~~ going through our family property on 28 acres. Not only here I grew up on this property I have all my memories growing up there. Some day this property will be mine and my children will have 2 houses on the property and the highway will separate them and the frontage road takes out a home. Please choose another route.  
Do not choose route C choose D

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Blaine Sierra

Address: 2280 CR 338

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Mckinney TX 75071



**From:** Chelsey Cole [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:40 PM  
**To:** Stephen Endres  
**Subject:** No to segment A

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 a homeowner of two houses and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Chelsey Cole

**From:** Chelsey Crocker [REDACTED]  
**Sent:** Thursday, March 9, 2023 4:51 PM  
**To:** Stephen Endres

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,

As a homeowner in McKinney, I strongly oppose the construction of segment A for the US 380 bypass from Coit to FM 1827. Not only is this the more expensive option, it is the more destructive option. We support segment B that will cost less, reduce the tax burden for McKinney residents, destroy fewer businesses and homes and result in less overall disruption to 36,000 Stonebridge residents.

Another option I am wondering about is to just have the bypass start further down by Ridge road. The space between Coit and Stonebridge is not even the busy section of 380 comparatively. Getting onto the bypass at Ridge would be efficient at getting around the bulk of the busiest spots of 380 in this area. Please hear the residents and take these points into real consideration. Thank you!!

Chelsey Crocker

**From:** Cee Cee [REDACTED]  
**Sent:** Tuesday, March 28, 2023 7:14 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 evening Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Cheryl Cherilus

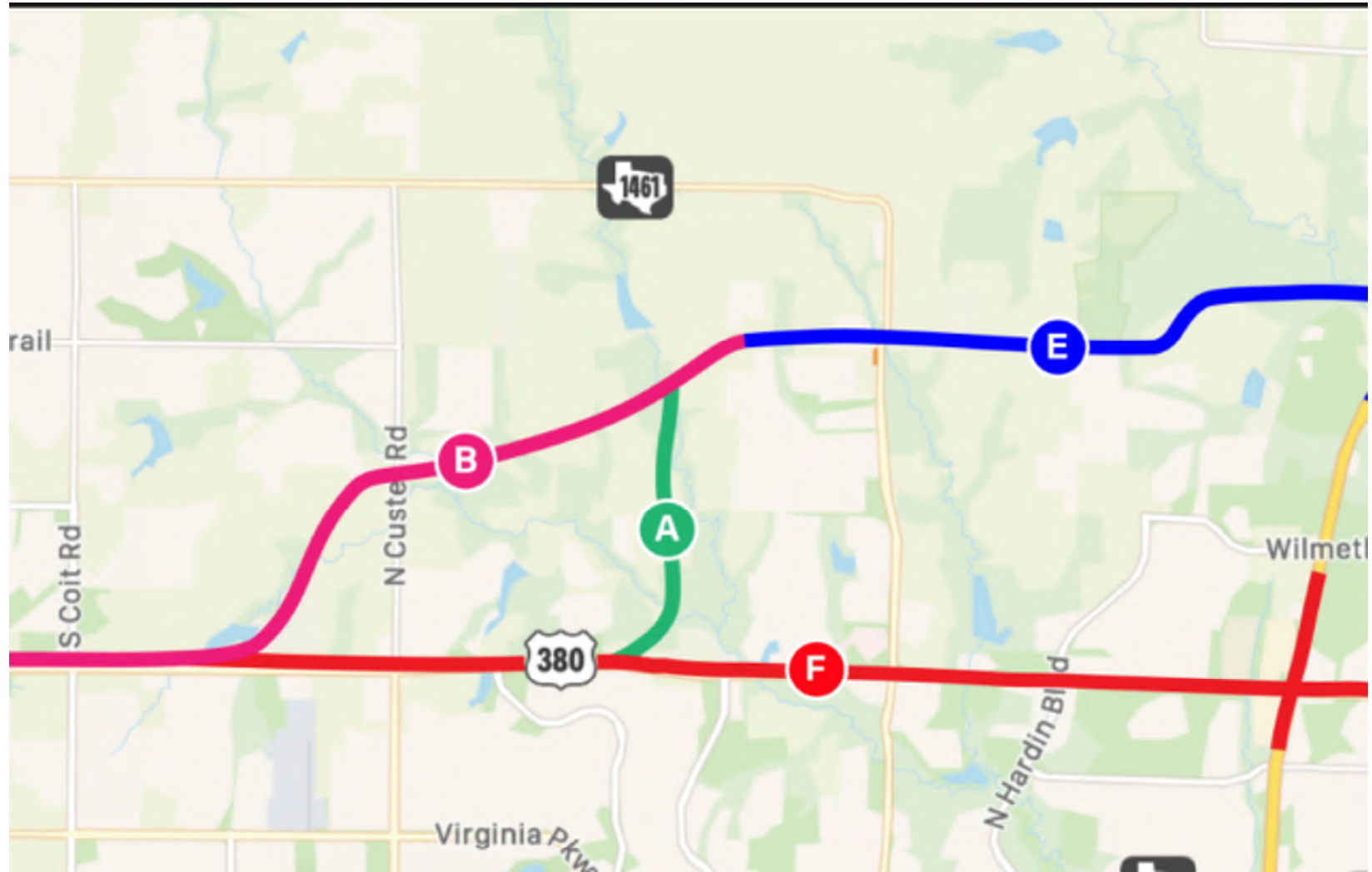
**From:** John Mack Grey <[REDACTED]>  
**Sent:** Tuesday, March 28, 2023 4:23 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Cheryl Grey



**From:** Chet Fisher [REDACTED]  
**Sent:** Wednesday, March 8, 2023 3:25 PM  
**To:** Stephen Endres  
**Subject:** RE: US 380 from Coit Road to FM 1827 Draft Environmental Impact Statement & Notice of Public Hearing

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-

Thanks to you and your team for conducting the recent public hearings regarding the much-needed US 380 Bypass.

As a resident of Collin County, I am requesting that TxDOT abandon proposed Segment C and instead utilize Segment D. With Segment D being primarily an elevated freeway over flood plains and non-inhabited areas, it is ideal for the stated purpose of a “bypass”.

While the estimated construction cost of Segment D is higher, it would avoid disruption of numerous homesteads, small businesses, and the way of life for many Collin County residents. The personal costs to these residents far out-weigh the estimated increase in construction cost.

**I respectfully request TxDOT utilize Segment D.**

Chet Fisher  
1728 Private Road 5042  
Melissa, TX 75454

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**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

**Reply-To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

**Date:** Friday, January 13, 2023 at 11:49 AM

**To:** [REDACTED]

**Subject:** US 380 from Coit Road to FM 1827 Draft Environmental Impact Statement & Notice of Public Hearing

[View this email in your browser](#)

**From:** Gary Metzler [REDACTED]  
**Sent:** Wednesday, April 12, 2023 9:50 AM  
**To:** Ceason Clemens; Stephen Endres  
**Subject:** NO to Segment A!

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.

As a Tucker Hill resident, I believe in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

First, the facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents and disrupting existing traffic patterns. Additionally, priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. The facility does serve a noble purpose, but TxDOT has not factored in McKinney residents directly impacted who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of the McKinney community is how Bill Darling leveraged his ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill for his personal gain. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.”

Chloe E. Metzler

**From:** chris bccreativedesign.com [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:01 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

And that was the form letter--- this is the straight up answer-- Segment A is shortsighted and stupid.



**From:** Chris & Amber Evans <[REDACTED]>  
**Sent:** Wednesday, March 8, 2023 12:34 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Amber Evans

--

Chris & Amber Evans  
[REDACTED]



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** C divides residential & farming/franchising communities  
C affects & displaces more: C | D  
-residences 29 | 7  
-businesses 15 | 4  
-community resources 7 | 0

C damages one of the largest remaining forests in central Collin County

C destroys 71% more acres of forests & woodlands

C disturbs wetlands & suitable habitat for threatened species

C is strongly opposed by Texas Parks & Wildlife (prefers D)

C has worse traffic performance: Lower traffic capacity, longer travel times, slower travel speeds & more elevation changes.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Chris Harrison

Address: 1605 Pedernales Way, Allen 75013

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Allen, TX 75013

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, March 3, 2023 1:46 PM  
**To:** Chris Roberts [REDACTED]  
**Subject:** RE: 380 Bypass NE McKinney: Oppose C, Oppose D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Chris Roberts [REDACTED]  
**Sent:** Wednesday, March 1, 2023 4:02 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass NE McKinney: Oppose C, Oppose D

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.

To the office of Stephen Endres,

As a resident of Collin County, I am urging you to oppose the Route C proposal for the US 380 Bypass in NE McKinney. With a clear, decent alternative (Route D), there seems to be no need to choose the poorly-planned and destructive Route C.

Route C destroys more wetland, more forest, and more grassland than Route D, and displaces more homes and businesses. Additionally, Texas Parks and Wildlife Department strongly opposes Route C, a clear sign that this proposed segment is reckless.

The residents of McKinney and surrounding communities treasure our green space, as do the other various species that use these wetlands and forests. We can't deny that we must urbanize to some capacity as North Texas grows. However, this process must be done with respect to both our public and

private green spaces. It is your responsibility to make sure we urbanize responsibly, and I believe Route C punts on that responsibility. I urge you to make Route D the preferred route.

Thank you for your time,

Chris Roberts  
715 Range Dr.  
Princeton, TX 75407

---

A Texas Department of Transportation message



**From:** Christopher Roberts [REDACTED]  
**Sent:** Wednesday, March 8, 2023 8:51 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Chris Roberts

---

**From:** Chris Self [REDACTED]  
**Sent:** Thursday, April 20, 2023 3:01 PM  
**To:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Subject:** Re: Shift 380 From Section A to Section B

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.

I second this opinion of my husband!

Also, when are we going to be provided with the financials explaining why a \$200m+ project makes fiscal sense over Segment A?

Regards,  
Chris

Chris L. Self, General Agent/Broker  
214-707-6056 (cell)  
214.544-8536 (fax)

Pathway Health Insurance Experts, Inc. &  
Pathway Financial Group  
[www.pathwaymarketplace.com](http://www.pathwaymarketplace.com)

Texas Broker License #659473  
California License #0196450  
Colorado License #361388  
Florida License #P-174154  
Louisiana License #515559  
Ohio License #984569  
Oklahoma License #40160703

Washington License #710544219

Note: if inquiry is regarding Medicare products:

*"We do not offer every plan available in your area. Any information we provide is limited to those plans we do offer in your area. Please contact [Medicare.gov](https://www.medicare.gov) or 1-800-MEDICARE to get information on all your options."*

In a message dated 4/19/2023 8:23:48 PM Central Standard Time, [REDACTED] writes:

Stephen Endres,

After reading the following comments I felt they were so deeply true that I had to send them for answers and to share my opinion as a Native of McKinney!!

"As a McKinney homeowner, I believe in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

First, the facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents and disrupting existing traffic patterns. Additionally, priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to "MainGait Therapeutic Horsemanship property, the subject of substantial public concern". The facility does serve a noble purpose, but TxDOT has not factored in McKinney residents directly impacted who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of the McKinney community is how Bill Darling leveraged his ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill for his personal gain. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not

make the ManeGa  
Americans with Disabilities Act.”

TxDOT selectively relied on the EIS to support their choosing of Segment A, when many flaws appear in the underlying analysis and interpretation of the EIS. This in no way represents all the issues, but only a handful.

#### Noise Pollution

The TxDOT noise study for Tucker Hill, and surrounding communities, was flawed and biased as compared to ManeGait. The noise study itself appeared to use outdated data to estimate the impact of noise on many communities. The study evaluated only a single barrier south of Tucker Hill (a community of over 380 homes with plans for 600) and lacks data for Heatherwood, Stonebridge Ranch, and Timber Ridge, while providing ample data around MainGait, a facility with transient guests. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents, or residents with disabilities – collectively, who likely outnumber MainGait's transient guests.

TxDOT proposes to surround the Tucker Hill neighborhood on both the south and east side with a highway and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood.

#### Traffic Analysis

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the “No Build vs Build scenarios”. At that time, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Furthermore, traffic projections were increased based on the rerouting of traffic to a wider highway, rather than the overall regional demand. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

#### Community Cohesion

TxDOT's conclusion that there is no increased community cohesion impact to McKinney residents with Segment A in regards to school districting is once again incorrect and appears to show a bias or, simply, a failure to conduct proper research. With Segment A, neighborhoods of children will be cut off from their zoned elementary schools.

#### Construction and Noise Pollution

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. What are the plans for noise and vibration mitigation while lowering the existing grade in bedrock so close to homes in Tucker Hill and Stonebridge Ranch? What are the plans for egress to the impacted neighborhoods during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

#### Air Pollution



It appears that the model for the air pollution speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the surrounding communities.

Quality of Comments Collected

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

**TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of these comments.** As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of McKinney, unfairly seizing the residents' ability to enjoy their neighborhoods safely, and justifying it with a fatally flawed Environmental Impact Study".

Regards,

Monte

Monte Self  
214-707-3223 Cell  
214-544-8536 Fax

██████████  
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REALTOR®  
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[www.dallasincomeproperties.com](http://www.dallasincomeproperties.com)

[Texas law requires all license holders to provide the Information About Brokerage Services form to prospective clients.](#)

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A Texas Department of Transportation message



**From:** Christopher Stroud [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:22 PM  
**To:** Stephen Endres  
**Subject:** Support for Route A on US380

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,

As a Prosper resident and person who owns a business in McKinney, I want to voice my support, again, for Route A. I am sure you are well versed in all of the reasons why this would be the ideal route. First I would like to quote TXDOT's own EIS report.

- 1) It would require the least amount of now right of way.
- 2) It would not displace any community facilities (Such as ManeGait, an organization of the utmost importance to the Collin county community which would unduly be impact by the alternate B route)
- 3) Results in the least number of noise receptors with substantial noise level increases
- 4) Be the least impactful on flood plains and regulatory floodways
- 5) Minimize the conversion of farmland
- 6) Meet the project Purpose and Need.

Additionally, Prosper has continued to develop as a master planned community with the idea that US380 would be a freeway, changing the route to cut through a significant portion of Prosper would disproportionately affect the Town of Prosper's commercial real estate, and new developments which support its tax base. This would in turn have other down stream effects on Town parks, schools, students, teachers, and residents.

I implore you to make a final decision regarding this bypass and stick with the blue route as recommended by TXDOT's own EIS study. Continued delay and discussion has significantly and negatively affected the Collin County community.

Thank you,  
Chris Stroud

**From:** [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:02 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Chris Wilkes

Chris

**From:** Christie Abraham [REDACTED]  
**Sent:** Friday, March 10, 2023 5:48 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Christie Abraham

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Tuesday, February 21, 2023 10:22 AM  
To: Christy and Ed Millard [REDACTED]  
Subject: RE: Segment D

Your comments will be added to public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Christy and Ed Millard [REDACTED]  
Sent: Tuesday, February 21, 2023 10:14 AM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Segment D

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.

Stephen,

I am writing to strongly urge you to choose Segment D. Segment D is a better choice for so many reasons. Specifically, far fewer homes and businesses would be affected. In addition, Segment C disrupts forests and wetlands that are habitats for threatened species. Texas Parks & Wildlife opposes C for these reasons. And based on studies, C will even have worse traffic performance. The only logical and right choice is Segment D.

Christy Millard

Sent from my iPhone

**From:** Davis, Chuck <[REDACTED]>  
**Sent:** Tuesday, March 7, 2023 10:15 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A!

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.

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE the construction of Segment A** for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. **I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

Chuck Davis  
McKinney, Texas  
HSU Board of Trustees, Vice Chair  
(325) 794-6229



**From:** Chuck and Elaine Davis [REDACTED]  
**Sent:** Tuesday, April 18, 2023 5:00 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, "Blue Option"

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.

I am a homeowner, Texas taxpayer and citizen of McKinney, TX. I strongly OPPOSE the construction of "Segment A" for the US 380 Bypass from Coit Road to FM 1827.

We, the 200,000+ voters and taxpayers of McKinney, understand that TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

If TXDOT proceeds with the far more costly and disruptive "Segment A," it will be seen by the voters of McKinney as our State government "pandering to" the interests of large developers, and a betrayal of the average citizen.

I strongly urge you to **implement Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Chuck Davis  
5800 Spring Hill Dr.  
McKinney, TX 75072  
(325) 794-6229

Sent from mobile device

**From:** Charles Hamilton [REDACTED]  
**Sent:** Monday, March 20, 2023 9:37 PM  
**To:** Stephen Endres  
**Subject:** Support for Preferred US380 Route

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.

I appreciate the many opportunities for public comment and input. There is no perfect solution.

As a regular user of US 380 and resident of Collin County, I would like to share my support for TXDOT's current preferred routing - Segments A, E, and C. No option will cause no disruption, and the due diligence connected to the current preferred route leads me to support this proposal.

Thank you,  
Chuck Hamilton



**From:** Cindy Beauregard [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:27 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Cindy Kumpa [REDACTED]  
**Sent:** Wednesday, March 8, 2023 1:53 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Cindy Kumpa  
3317 Drip Rock Dr  
McKinney, Tx 75070  
[REDACTED]

**From:** Cindy Maki [REDACTED]  
**Sent:** Wednesday, March 8, 2023 4:32 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Tuesday, April 4, 2023 4:31 PM  
**To:** Stephen Endres  
**Subject:** U.S. 380 Bypass

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.

I'm writing to submit my comments re: the proposed alignment for the 380 bypass.

I am in **favor** of Segment **B** (Coit to Ridge).

I **oppose** selection of Segment **A**.

Cindy Schneible  
201 Mallard Lakes Drive  
McKinney, TX 75072

**From:** Clarke Drummond [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:41 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Clarke Drummond

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:57 AM  
**To:** Clay East [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Clay East [REDACTED] >  
**Sent:** Saturday, February 25, 2023 5:15 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B  
**Importance:** High

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.

**Stephen,**

**As a homeowner very close to segment A and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.**

**Regards,**

**Clay East** | National Product Manager – Parting, Grooving & Turning | Iscar Metals, Inc. |  
Desk: 817.258.3226 | Cell: 805.456.9973 | Email: [REDACTED]

**From:** Clay East [REDACTED]  
**Sent:** Wednesday, March 8, 2023 1:58 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

**As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision



### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.”

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review\\_2011\\_The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board\\_2014\\_Policy Brief\\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston\\_2019\\_Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston\\_2022\\_Why are we still building highways?](#)
3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022\\_'It's just more and more lanes' the Texan revolt against giant new highways](#)



9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts. Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)

10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)

35. [The New York Times\\_2022\\_Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston\\_ No Safe Level of Transportation Emissions](#)
37. [Elsevier\\_2017\\_Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard\\_2016\\_Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives\\_2016\\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Video](#)
41. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Slides](#)
42. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_HBW Notes.docx](#)
43. [University of British Columbia\\_2023\\_Traffic pollution impairs brain function](#)
44. [Environmental Health\\_2023\\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen\\_2023\\_MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association\\_2022\\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association\\_2022\\_Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives\\_2011\\_Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet\\_2017\\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives\\_2008\\_Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine\\_2004\\_Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet\\_2002\\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine\\_2010\\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute\\_2022\\_The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen\\_2022\\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC\\_2022\\_Chapter 8 Transport](#)
3. [WHO\\_2021\\_Global Air Quality Guidelines](#)
4. [USPIRG\\_2021\\_Transform Transportation\\_Strategies For A Healthier Future](#)
5. [The World Bank and IHME\\_2016\\_The Cost of Air Pollution](#)
6. [Transportation for America\\_Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)

19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)

17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health](#).
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:56 AM  
To: Clay Yonts [REDACTED]  
Subject: RE: Option B makes the most sense!

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Clay Yonts [REDACTED]  
Sent: Saturday, February 25, 2023 10:50 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: Fwd: Option B makes the most sense!

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 evening Stephen,  
>

> I'm writing you as a concerned community member at 2601 Addison St. in Tucker Hill. I can't believe we're letting small-town politics be the determining factor in this decision!! Option B has been the smartest and least expensive option from the get-go. Tucker Hill, Stonebridge, Wren Creek, and some of the other neighborhoods that are going to be directly impacted, did not have fair representation in the early public comment. This makes absolutely no sense! Bill Darling's financial campaign contributions to four of the seven city council and city mayor has influenced them to not push back, which in turn would cost tax payers way more money. Financially, having the least environmental impact, traffic congestion, and the amount of businesses that will be directly impacted and displaced, it all very strongly suggests opposite option B as the best route. A bypass or a loop is created to divert the traffic to lessen congestion. If that is the true goal for this bypass, then you would want to get traffic off of 380 as quickly as possible. Option A keeps the bypass on 380 longer, which in turn creates more traffic congestion, which is the opposite reason for creating this!

>  
>



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Clayton Yonts  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: US 380

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** Clayton Yonts [REDACTED]  
**Sent:** Monday, March 13, 2023 10:44 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; [ceason.clemons@txdot.gov](mailto:ceason.clemons@txdot.gov)  
**Subject:** Fwd: US 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.

Good morning,

**I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.**

Thanks,

Clay Yonts

2601 Addison St.

Mckinney



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:34 PM  
**To:** Clint Kaeding  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: Hwy 380 Expansion/Bypass

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** Clint Kaeding [REDACTED] >  
**Sent:** Monday, March 13, 2023 6:30 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Hwy 380 Expansion/Bypass

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.

I would like to formally request an extension of the comments period, as we need more time to fully evaluate the impact and possible mitigation measures that can be taken to protect Tucker Hill and the other communities and businesses affected by Option A.

Respectfully,

**Clint Kaeding**

Sr. Manager, Strategy & Delivery

Customer Support and Services

Cell – [\(913\) 748-5412](tel:9137485412)

Work – [\(469\) 603-3706](tel:4696033706)

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**From:** Clint Kaeding [REDACTED]  
**Sent:** Saturday, March 11, 2023 10:23 AM  
**To:** Stephen Endres  
**Cc:** Katy Kaeding  
**Subject:** 380 Bypass

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.

Stephen,

My wife, Katy and I submitted our comments to the TxDot site, but have heard that some previous comments from our neighborhood were either not received or “lost” (there doesn’t seem to be any record of them in the public records for many of us who submitted them), so I’m following up with an email.

To be blunt, the current “preferred route” (Option A - Blue alternative) makes absolutely NO sense in terms of the things that SHOULD matter the most. It’s FAR, FAR more costly to tax payers and FAR, FAR more disruptive to EXISTING home owners and businesses (vs. the “planned developments” that Prosper quickly stood up as deterrents to routing through their open/unoccupied land).

TxDot seems to be choosing to impact *real, actual people and businesses* at the expense of future/hypothetical developments that aren’t even in existence yet. The whole thing feels very much like political coercion/corruption from my vantage point, as a few powerful/wealthy people appear to be getting their way while the far larger majority get screwed. I’m sure it’s nothing new in the realm of Government and politics, but that doesn’t mean it’s not completely and utterly WRONG.

We (in Tucker Hill) are being “asked” to bear some of the worst of it, as the Blue Alternative would wrap our neighborhood with freeways on 2+ sides, severely detracting from the appeal of our front-porch community, and having devastating impacts on our property values. The same goes for many other EXISTING homeowners and businesses that far outnumber those impacted by Option B (gold alternative). Expanding 380 is one thing, but choking out our neighborhood with a 380-expansion AND a bypass is more than any neighborhood should be forced to endure.

This may be a moot point if the expansion of 380 is happening regardless of where the bypass goes, but has anyone even considered modernizing the Traffic Light synchronization on 380??? It’s truly baffling to me how terrible the current setup is relative to so many other parts of the country I travel to (including Overland Park, KS where we moved from 3 years ago as just one very similar example). We routinely sit at stoplights on 380 for 90-120+ seconds with periods of virtually no oncoming traffic at all preventing us from making a turn, only to finally get a green light once a caravan of people are approaching. And this is not at all an anomaly... it happens over and over every single day! We also sit at red lights while there’s a

green turn arrow for roads that doesn't even exist and nobody in the turn lane (e.g., Stonebridge, Ridge, etc. north of 380). It's incredibly frustrating.

Multiply these completely pointless stops/starts/stop/starts/stop/starts... by the thousands and thousands of people trying to move along 380 and I guarantee that HUGE strides could be made in traffic flow if *hundreds-of-thousands* of minutes weren't being wasted every single day by people sitting idle at these arbitrary/illogical traffic lights. I travel a lot and there are countless other areas of the country that have figured this out, so I know it is technically possible and far less disruptive.

We understand that continued growth is inevitable (and not at all a bad thing) and that something has to be done for the infrastructure to support it. But any such solution should be driven by 1) What is most cost-effective (highest ROI), and 2) What will adversely impact the fewest REAL people (not future/hypothetical). I don't see how anyone can honestly make the claim that the current proposal checks either of these boxes. If there's something I'm missing that takes precedence over these, then I'd like you to explain.

Respectfully,

**Clint Kaeding**

Sr. Manager, Strategy & Delivery

Customer Support and Services

Cell – [\(913\) 748-5412](tel:9137485412)

Work – [\(469\) 603-3706](tel:4696033706)

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**From:** Clint Kaeding [REDACTED]  
**Sent:** Wednesday, April 19, 2023 8:53 AM  
**To:** Stephen Endres  
**Subject:** 380 Hwy Expansion / Bypass

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,

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is financially irresponsible to the taxpayers (costing over \$150 million more), inconsistently applies criteria to support the decision, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e, TxDOT). As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility.

This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS). Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts.

If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected. In order to ensure resolution and the creation of the best project possible, we request that: 1) TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS, and 2) Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision.

The facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and **displaces 15 businesses versus zero** businesses for Segment B.
- Segment B would have **less of an environmental impact**. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is **significantly** less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is **nearly \$200M more than Segment B**.

- Segment A involves reconstru zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will **significantly increase the construction time, safety risk and disruption** compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. **It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents!!!** The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, **Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.”** Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option. This makes **NO SENSE** and simply does not add up!

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of MY PERSONAL concerns individually. There are undoubtedly many others being voiced by our neighbors, and my comments are not meant to be a complete listing of the errors or omissions in the study, but simply those that are of the utmost significance to my family.

### **Air Pollution**

As parents of a young daughter with severe asthma, this is of very serious concern to us. We have rushed our daughter to the ER on more than one occasion, and fear that years of construction and drastic increases in traffic flow will place her in great risk. Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. **TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.**

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be

blown and settled on the residents of Tucker Hill. The study utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision. As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly

residents or our residents with disabili

Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **Shift Closer to Tucker Hill**

TxDOT’s introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

I have many questions based on numerous, numerous studies that I would like addressed, such as:

- Have you (TxDOT) evaluated the FULL impact on air quality that this project would have – both during and after construction? What are the air quality measures being used – please explain them?
- Has a study been done to evaluate the safety of the turns on Segment A relative to Segment B?

- Why are future, hypothetical | REAL (current/actual) home and business owners along Segment A???
- Please explain why in the world TxDot would choose a FAR MORE expensive option that effects FAR MORE ACTUAL PEOPLE (homeowners and businesses)? If it were far *cheaper* then I could at least understand the rationale, but to spend MORE money to adversely impact MORE people makes absolutely ZERO sense. Please explain.
- How long is construction expected to last?
- How will we get in and out of our neighborhood while our section of the highway is under construction? And more importantly, how will Emergency Response vehicles get in? Our 12 year old daughter has severe asthma and our 6 year old son was just taken in an ambulance to the ER in the past year.
- Are there any other examples you can provide where an existing/established neighborhood with this many families (e.g., Tucker Hill) have been constricted on 2+ sides by a Highway expansion AND a bypass running right up against the neighborhood (~900 feet away)???
- What are the actual criteria being used for the decision on which Segment to pursue, and how are they being weighted for comparison?
- How deeply recessed will 380 be in front of Tucker Hill? I've heard anywhere from 20-35 feet.
- If you move forward with Segment A for the bypass, how will Air pollution be monitored and mitigated for Tucker Hill?
- If you move forward with Segment A for the bypass, how will Noise pollution be monitored and mitigated for Tucker Hill?
- How exactly can TxDot justify \$100+ MILLION more in Tax Payer expenses to pursue Segment A over Segment B? I've yet to hear any TRUE/RATIONAL justification. In fact, the justification I have seen (from the tireless/extensive research our neighbors have conducted) points toward Segment B being the better option for the bypass even *without* the SUBSTANTIAL cost differential. It simply makes NO SENSE to me whatsoever, and I'd like someone to explain it.

There are REAL people's lives that are being undervalued by this decision, and it's simply not right. Thank you for your consideration.

**Clint Kaeding**

Sr. Manager, Business Strategy & Delivery  
Customer Support & Services (CS&S)  
Mobile: (913) 748-5412  
Office: (469) 603-3760



\*\*\*\*\* CONFIDENTIALITY NOTICE \*\*\*\*\*

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**From:** Clint Moss [REDACTED]  
**Sent:** Friday, March 24, 2023 10:09 AM  
**To:** Stephen Endres  
**Subject:** Support for 380 Bypass in 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.

Mr. Enders,

I live in Prosper and am writing to support the recent TxDOT recommendation of the 380 bypass being placed in McKinney, east of Prosper City limits. As noted in TxDOT's own EIS report, this placement is advantageous for the following reasons:

1. Requires the least amount of right of way
2. Would not displace any community facilities
  - Numerous residential and commercial facilities that are already present or in construction would be negatively impacted if bypass cut through Prosper. This disproportionately impacts Prosper and our potential tax basis given that Prosper is of significantly diminished size compared to McKinney, who can absorb the tax impacts much easier.
3. Result in the least number of noise receptors
4. Be least impactful on flood plains and floodways
5. Minimize the conversion of farmland
6. Meet the project Purpose and Need

I implore you to please make a final decision to keep the currently recommended bypass, east of Prosper, as recommended by TxDOT's own EIS study. This decision seems to be the least impactful to residents, commercial entities, and cities. Do not let political pressure (Keith Self, allegedly) sway your decision to benefit a handful of individuals while negatively impacting tens of thousands of others.

Thank you for your understanding.

Clint Moss  
3831 Glacier Point Ct  
Prosper, TX

**From:** Clint Tucker [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Cody Hill [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Cody  
1116 Bristlewood Dr  
McKinney TX 75072

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**From:** NEPA <[REDACTED]>  
**Sent:** Wednesday, January 25, 2023 2:08 PM  
**To:** Christine Polito <Christine.Polito@txdot.gov>  
**Subject:** RE: Draft environmental impact statement for a highway project

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 Ms. Polito,

Please find attached the NEPA review by TCEQ for the following project: US 380, From Coit Road to FM 1827, Collin County (CSJs: 0135-02-065, 0135-03-053, 0135-15-002).

Please feel free to contact us if you require additional information.

Best regards,

**Coleman Nickum**

Pollution Prevention and Recycling Specialist  
External Relations Division  
Texas Commission on Environmental Quality  
Ph: 512-239-2619

[REDACTED]

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**From:** Christine Polito <[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)>

**Sent:** Friday, January 13, 2023 11:03 AM

**To:** NEPA [REDACTED]

**Cc:** Dan Perge <[Dan.Perge@txdot.gov](mailto:Dan.Perge@txdot.gov)>; Michelle Lueck <[Michelle.Lueck@txdot.gov](mailto:Michelle.Lueck@txdot.gov)>

**Subject:** Draft environmental impact statement for a highway project

Good morning,

Attached please find a Notice of Availability of a DRAFT environmental impact statement for a highway project.

For your convenience, you can use this link to access the DEIS:

[www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS)

Thank you,

**Christine Polito** (*she/her/hers*)

Environmental Program Manager

Dallas Environmental

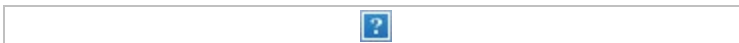
Texas Department of Transportation

4777 E. Highway 80

Mesquite, TX 75150-6643

(214) 320-6141

[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)



Jon Niermann, *Chairman*  
Emily Lindley, *Commissioner*  
Bobby Janecka, *Commissioner*  
Toby Baker, *Executive Director*



## TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

*Protecting Texas by Reducing and Preventing Pollution*

January 25, 2023

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

**US 380, From Coit Road to FM 1827, Collin County (CSJs: 0135-02-065, 0135-03-053, 0135-15-002)**

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or [REDACTED]

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Tuesday, February 21, 2023 8:52 AM  
**To:** Colin Woodward [REDACTED]  
**Subject:** RE: 380 Bypass Segment D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Colin Woodward [REDACTED]  
**Sent:** Monday, February 20, 2023 8:18 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass Segment D

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 am writing to strongly urge you to choose Segment D. Segment D is a better choice for so many reasons. Specifically, far fewer homes and businesses would be affected. In addition, Segment C disrupts forests and wetlands that are habitats for threatened species. Texas Parks & Wildlife opposes C for these reasons. And based on studies, C will even have worse traffic performance. The only logical and right choice is Segment D.

Sincerely,  
Colin Woodward

**From:** Colleen Shamburger [REDACTED]  
**Sent:** Wednesday, March 15, 2023 4:17 PM  
**To:** Stephen Endres  
**Subject:** Say NO to section A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes.

I am concerned that the more expensive option doesn't really bypass the intersection at Custer?

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thanks! Colleen Shamburger  
6304 Castle Rock Circle  
McKinney TX 75071  
214-762-3261



**From:** Connie Brown [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:59 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Corey Anne Snowert [REDACTED]  
**Sent:** Wednesday, March 15, 2023 8:56 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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. Stephen Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, **Segment B, that will cost less, reduce the tax burden on McKinney residents**, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. **Based on the fact that Segment B is obviously the least disruptive option, it will be obvious to the residents of McKinney that this choice was not made in the best interest of our community but instead due to unethical bribes and politics**

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Concerned McKinney Resident,  
Corey Anne Snowert

**From:** Corina Constantine [REDACTED]  
**Sent:** Thursday, March 16, 2023 2:03 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Corina Constantine

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Thursday, February 23, 2023 9:06 AM  
**To:** Courtney Parnick <[REDACTED]>  
**Subject:** RE: TXDot 380 ByPass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Courtney Parnick <[REDACTED]>  
**Sent:** Wednesday, February 22, 2023 2:10 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** TXDot 380 ByPass

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.

Hello,

We live in the Heatherwood community off Lake Forest and less than a mile south of Bloomdale. Having the bypass come in is going to be loud and create more traffic. I understand the need to alleviate the traffic from 380 but you're not thinking about the communities. It's my understanding that there will be no sound barrier and our community (Bluewood Dr) will literally come out onto the frontage road. Why does it have to be so close to the current communities? You pushing it a little further north to accommodate a new water line is not going to be a big enough buffer. You're going to have cars coming off the frontage road at 70 mph onto Lake Forrest which is very dangerous.

Also who will be maintaining the additional space between Heatherwood and the bypass?

When families built their homes in Heatherwood there was a knowledge that eventually there would be a two land road north of the subdivision (like Eldorado or Virginia) and now you

**From:** Craig Long [REDACTED]  
**Sent:** Monday, March 27, 2023 4:46 PM  
**To:** stephen.endres@txdot.gov  
**Subject:** TXDot 380 ByPass

## ***NO to Segment A***

***As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.***

***I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.***

***Sincerely,  
Craig B Long  
McKinney TX 75072***

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:29 PM  
**To:** A. Reavis [REDACTED]  
**Subject:** RE: Public Hearing US 380 EIS Project

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** A. Reavis [REDACTED] >  
**Sent:** Friday, February 24, 2023 11:54 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Public Hearing US 380 EIS Project

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.

I wish to outline my reasons I am supporting Plan B for the US 380 EIS project.

After attending the second TXDOT meeting I came back with a bad feeling about how the whole project has and is being decided. After reviewing the cost differences between plan A and plan B it is beyond me why TXDOT would chose plan A. It appears those who made these choices had no concern for the tax payers who will eventually pay for this project. Money that could be used for other projects would be

wasted on saving a horse facility over choosing the wellbeing and life's work of families who will be totally torn apart. Many new and long existing businesses along Hwy 380 will be eliminated when Plan B would avoid closing these. The charts presented at the meeting are showing old and incorrect data that is used to justify these closings. The tax payers of Collin County be damned.

The City of McKinney will be hurt financially harder than the City of Prosper. Most businesses that will be affected are in McKinney while open spaces in Prosper are not considered because of political pressure from that city. Again, these open spaces do not require businesses to be torn apart and families thrown out of their homes. The information provided from TXDOT states that there will be 22 residential homes and 35 businesses eliminated with plan A (these are numbers from old data and they are actually substantially higher than that).

TXDOT tells us that these new routes will increase the possibilities of new commercial development along the new highway. And yet Prosper complains that this will stunt their growth. The large number of homes and businesses that are affected are located in McKinney, not Prosper. This proves that McKinney will bear the brunt of the financial burden.

All of the above was made apparent when I attended the TXDOT meeting. But what really caught my attention as I walked among the displays was the people representing TXDOT were totally unprepared to answer even the simplest questions. The most common answer to my many questions was "I don't know". Even talking to a few of the people who should know the answers, the responses were the same and I was left totally unsatisfied with the presentations. I did discuss some concerns with the people at the Right Of Way table and found them to be very good at listening. But upon returning home and

reviewing the literature that I was given, I now know that their presentation to me was a fairy tale.

I know that my submission of this review will have little to no effect on the outcome of the 380 EIS Project. I have come to realize that anything I have concerns about are basically of no concern to those who make these decisions. The design, the choices, the planning have all been made and we, the tax payers of Collin County are left with little choice other than to realize that our voices are not important. The meeting was just fluff to justify political BS.

I am a senior citizen of Collin County of 47 years. My home will be adversely affected to some degree. The only saving grace I can think of is that this project will outlive me and the results will be forced upon by those who outlive me and my family.

Craig Reavis

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A Texas Department of Transportation message





**From:** Crystal Bayley [REDACTED]  
**Sent:** Thursday, March 16, 2023 9:22 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 TxDOT,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Crystal Bayley

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:41 PM  
**To:** CRYSTAL COLLINS [REDACTED]  
**Subject:** RE: NO to Seg A.

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** CRYSTAL COLLINS [REDACTED]  
**Sent:** Saturday, February 25, 2023 8:56 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Seg A.

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.

NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TDOT for the US 380 Bypass from Coit Road to FM 1827.

Please consider the other option that doesn't disrupt our neighborhood that will be less than a mile from this.

Thank you.

Crystal Collins  
1300 Goose Meadow Lane  
McKinney, Tx.

Sent from my iPhone



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I am a resident of Tucker Hill for 13 years and with the pond and dog park across the alley from me, I and my husband are concerned about the noise and increased resident pollution. The following would ease the impact, we believe.

1. Soundwall along 380 from Harvard building east to by-pass;
2. Provide tree border and reasonable open space area along eastern portion of Tucker Hill;
3. Create as many green grass/tree areas within building area in neighborhoods, parks, By pass "confluences".

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: CYNTHIA + George Ross

Address: 2312 GRASSMERE LANE

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney, Tx 75071

**From:** Bill & Cindy Bergman [REDACTED]  
**Sent:** Thursday, April 20, 2023 1:33 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Cynthia Bergman  
1604 La Cima Dr  
McKinney, TX 75071

Sent from my iPhone

**From:** Dallas Taylor [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:32 PM  
**To:** Stephen Endres  
**Subject:** TxDOT Acoustician Contact

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.

Hi Stephen,

I was watching the kiddos while my wife attended the Public Hearing on the 380 Bypass. She spoke with one of the Acousticians but didn't catch his name. All she knew is that he also used to live in Maryland like us.

[I'm an expert in sound myself](#) and have a few clarifying questions about the [noise data](#).

Can you provide me with the contact info of the acoustician so I can reach out?

--	--

**From:** Dallas Taylor <[REDACTED]>  
**Sent:** Friday, March 31, 2023 4:03 PM  
**To:** Stephen Endres; Ceason Clemens  
**Cc:** Kim Carmichael; Jamile Ashmore; [REDACTED]; George Fuller; Leigh Taylor  
**Subject:** Extension to EIS Comment Period Requested

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.

On the behalf of the residents of Tucker Hill, we are writing to request an additional extension of time to submit comments for the EIS.

The noise study is based on fundamentally flawed data & estimates. It needs to be retested entirely including real-world tests in similar locations around DFW.

Here are a few (but not complete):

- The sound data that the entire noise study is based on was taken between 11:26am-11:55a a Tuesday, December 14, 2021. This was a week before school was out, at a stop light on 380, during very low traffic hours, while many people were still working from home during the pandemic. Anyone with an SPL meter at peak hours can see these noise levels are upwards of 100% (10db) louder than what was tested.
- I've conducted and am continuing to conduct real-world tests that are reflecting noise levels at similar locations 100-200%+ higher than what is estimated by 2050. (current conditions!) Well above the legal limit of 67db for residential. [I've proven this in this video](#). I plan on visiting other locations in DFW to corroborate this.
- Outside of the depression, there are no other noise mitigations in the designs.
- Even with every mitigation strategy possible (deep depression, cantilever side roads, sound walls, lowering the east side to ground level) it will be very difficult to get noise levels to 67db or below for the south side of the neighborhood. We may need a tunnel to mitigate this properly.
- There has been no study done for the east side of the neighborhood and the effects of highway noise from multiple directions. Nor have there been studies done on the construction noise, and side street noise which will be pushed into our neighborhood with all traffic flowing on it during construction.
- The measurement technique used by TxDOT is outdated (last updated in 2001) and has known unreliability.

The residents of Tucker Hill and Stonebridge Ranch's long-term health and well-being are at stake. Noise is a major contributor to many health problems. We also need to meet with TxDOT to work together to present our findings and work on solutions together. At the moment, we're not getting any feedback, which is deeply concerning.

We've been presented with an enormous amount of data with very little time to organize, test, and understand. We respectfully ask for an extension to the deadline and meetings with TxDOT and acousticians to remedy the major noise issues that are inevitable.

DALLAS TAYLOR  
CREATIVE DIRECTOR  
310-620-9692



**From:** Damian Mobley [REDACTED]  
**Sent:** Thursday, March 16, 2023 6:59 AM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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.

Hi Stephen -

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Damian Mobley  
940-218-0324



**From:** Damon Villar [REDACTED]  
**Sent:** Tuesday, April 18, 2023 6:13 PM  
**To:** Stephen Endres  
**Subject:** US 380 Segment A comments  
**Attachments:** US 380 Segment A Comments.pdf

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.

Whom it may concern,

See attached document...

Tucker Hill is a front-porch community by design and given the amount of time spent outside and in our community, I am concerned about air quality and noise and do not feel they were adequately addressed nor were our facilities and neighborhood type properly identified in the study. Has TxDOT studied the full impact of air quality during and after construction? If so, where were the air quality monitors located for the current study?

I am concerned about safety during construction and beyond and do not feel the study adequately addressed safety and access to our neighborhood during and after construction. How will emergency response time be affected during the construction period?

What will happen with overflow parking at Harvard Park into Tucker Hill when you take a row of parking?

**From:** Dan & Jeanette Madsen [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:00 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Tuesday, February 21, 2023 10:08 AM  
**To:** Dan [REDACTED]  
**Subject:** RE: Support Route D, Reject Route C

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Dan [REDACTED]  
**Sent:** Saturday, February 18, 2023 10:35 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Support Route D, Reject Route C

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.

Hi Stephen,

Thank you for hosting the 380 Bypass Open House last Thursday, Feb. 15, 2023. I was able to have meaningful conversations with several of the Engineers on site and they encouraged me to include the following notes in my Public Hearing Comment email. My wife and I live at 2548 FM 2933, McKinney (Site/Lot 417). Thank you in advance for taking the time to read these comments, and for considering their importance to my family, our neighborhood, and the greater McKinney Community.

1. Horse Operation

a. Eventing (Dressage, Stadium & Cross-Country Jumping)

i. We own a house on ~1 acre that separates a 5 acre front pasture from a 5 acre back pasture, each with different properties conducive to on-site horse training.

1. The front pasture is flat and free of trees (except for three Pecan trees we

planted for future shade) which allows us to operate a riding arena necessary for my wife (and fellow competitors) to train for the Dressage and Stadium Jumping portions of their Eventing Competitions.

2. The back pasture is dominated by a large dome rock outcrop, and is dotted with trees, both providing natural impediments typical of the Cross-Country Jumping portion of the Eventing Competitions.
3. In NTX the dominant horse country is near Aubrey and Pilot Point, north of McKinney. Eventers in these areas have lots of options for training facilities. East of McKinney there are fewer spaces, and for those who live in this area our place has become a community asset which supports an important and vibrant part of Collin County.

b. Horse Therapy

- i. My wife mentors a young girl who struggles with anxiety and depression. For the past 5 years she has been coming to our place to decompress and work on body mechanics. She loves the horses and lights up when riding in the sand arena, a place she feels safe due to the soft and smooth footing.

Route C as planned would go right through our riding arena and take up 3/5ths of our front 5 acres, eliminating our “safe place” for horse therapy, and the training ground for 2/3rds of the Eventing Competitions. For this reason we ask that you reject Route C and support ROUTE D.

2. Agriculture Operation

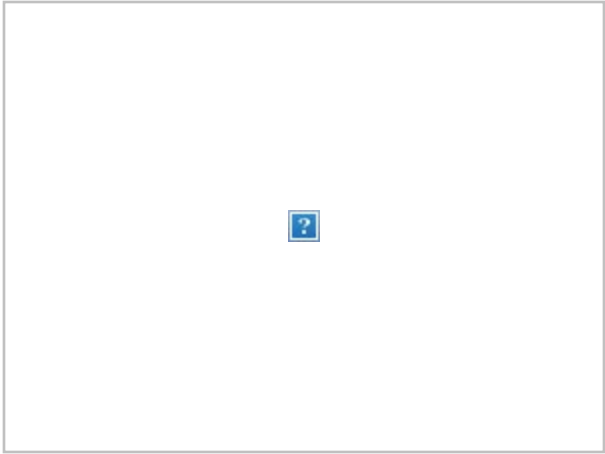
- a. The separation of the front and back pastures is vital for our horses and donkey (currently we have 3 horses, but have owned 4), as we either split them into two groups (front & back), or rotate them all between each pasture, depending on the season. Texas summers are not conducive to strong hay growth so we keep them out of the front pasture during spring in order to cut one crop of hay (flat, good soil, relatively free of trees). During this time the horses effectively drain the grass resources in the back pasture where the rock outcrop and thinner soil limits grass density. After our hay harvest we rotate them between each pasture as the front begins to produce a bit before the Texas heat burns it all off. After this, and for much of the summer we must supplement with hay.

Route C as planned would eliminate 3/5ths of our front pasture and prevent us from harvesting enough hay to either sell (for our Ag Tax Exemption) or use to supplement our horses feed in the heat of the summer. The back pasture CAN NOT sustain our horses on its own, and so if Route C is chosen we will be unable to economically/sufficiently feed our horses, nor maintain our Ag Exemption. For this reason we ask that you reject Route C and support ROUTE D.

Final Note: Please consider altering Route C so that it traverses the western side of FM 2933 near our house instead of the eastern side. The western side is owned by one family who do not have a dwelling on the property. It would be a simpler ROW process and would not interrupt the livelihoods of me and my four neighbors. I get it that destroying 5 families does not seem like a large inconvenience given the scope of the 380 Bypass project, but for us it is VITAL, and the solution to run along the western side of the road seems doable. Our Horse and Agriculture Operations are at

stake and our place rendered useless if Route C goes right through our front pasture.

Thank you for your time and consideration,  
Dan and Amber Block  
214-471-3331



**From:** Dani Phillips [REDACTED]  
**Sent:** Wednesday, March 15, 2023 6:42 AM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

Stephen,

**I oppose segment A of the bypass project.**

We live very close to the pond on Stonebridge drive/380/Watch Hill Lane. As I drive around the suburbs of north Texas, I don't see a neighborhood as close as ours to a bypass.

Our children in our neighborhood can walk all around the area including crossing stonebridge and to the local parks and restaurants. A bypass at our neighborhood will severely change our neighborhood.

Furthermore, the proposed bypass would be done right around the time our kids will start driving down 380 to get to high school. A drive that takes less than 10 minutes needs a highway? Even if traffic increases and it takes 25 minutes that is not a big deal and much safer on surface roads than people speeding along a freeway.

**Colt road/segment B** is a much better option for a segment if you just push ahead with the project, there are not neighborhoods as close to 380 at that intersection.

Thank you.

Dani

**From:** Daniel Owens [REDACTED]  
**Sent:** Wednesday, March 8, 2023 2:26 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A - 380 Bypass

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,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Rd to FM 1827.

Sincerely,

Daniel Owens

**From:** Daniel Western [REDACTED]  
**Sent:** Wednesday, March 15, 2023 5:23 PM  
**To:** Stephen Endres  
**Subject:** US 380 from Coit Road to FM 1827

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,

I am writing to express my support for the proposed expansion of US Highway 380 in Texas, as outlined in the US 380 Environmental Impact Statement (EIS) available on the Keep It Moving Dallas website. I am in agreement with the proposed Segments A, E and C. **I strongly disagree with segment B as being an option.**

As a frequent passer-by of these routes, I have experienced firsthand the traffic congestion and delays during peak hours, which greatly affect my daily commute and overall quality of life. I believe that the proposed expansion will not only improve traffic flow and reduce congestion but also promote economic growth in the region, which will benefit the community as a whole.

I appreciate the efforts of the project team in conducting a thorough analysis of the potential impacts of the expansion and providing opportunities for public involvement and feedback. I have reviewed the project summary, benefits, and potential impacts on the Keep It Moving Dallas website, and I am confident that the proposed route is the best option for the long-term sustainability and development of the region.

Therefore, I fully support the proposed expansion of US Highway 380 and urge the project team to move forward with its implementation as soon as possible.

Thank you for your consideration and commitment to improving transportation in our community.

Sincerely,

**Daniel Western**  
Whitley Place Home Owner  
Prosper Texas  
E: [REDACTED]

*The content of this email is confidential and intended for the recipient specified in message only. It is strictly forbidden to share any part of this message with any third party, without a written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.*



**From:** Danny App [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:57 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Darci Tolbert [REDACTED]  
**Sent:** Wednesday, March 15, 2023 11:54 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

Hello:

We live at 4290 Bellingrath Drive in Prosper, at Whitley Place. Please consider the residents of Whitley Place regarding the bypass. Most of us have invested a significant amount in the area and are very involved in the community, schools, etc.

Please keep the bypass away from Whitley Place Subdivision. Appreciate all your efforts and your work in Texas.

Thank you,

Darci Tolbert

Sent from my iPhone

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 10:00 AM  
To: elle walsh [REDACTED]  
Subject: RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: elle walsh [REDACTED]  
Sent: Saturday, February 25, 2023 4:28 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: NO to Segment A, YES to Segment B

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.

Comment: NO to Segment A, YES to Segment B

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

I just don't understand how a proposition that has been thoroughly argued against, destroys a ton of wild life habitats, as well as small businesses and disrupts homes could be picked as the best option. As an educated thinker it does not make any sense and makes me wonder if this was a political decision instead of a decision that has been researched to find the best course of action.

Again, as a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 4:36 PM  
To: Darlene Simmons [REDACTED] >  
Subject: RE: No To A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Darlene Simmons [REDACTED] >  
Sent: Friday, February 24, 2023 10:23 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: No To A

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.

Hello

As a homeowner in Stonebridge, I strongly oppose option A!

Pls go for B.

Sincerely

Darlene/ Steve Simmons

Cascades-Stonebridge

McKinney, Tx

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthetreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cfb38dd1844a74d93e4fa08db19e136d0%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132227292358185%7CUnknown%7CTWFpbGZsb3d8eyJWIjoicjoiV2luMzliLCJBTiI6k1haWwiLCJXVCi6>

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:48 AM  
**To:** darren brereton [REDACTED]  
**Subject:** RE: Spur 399 Extension

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** darren brereton [REDACTED]  
**Sent:** Sunday, February 19, 2023 4:14 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Spur 399 Extension

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.

I am sending this email to oppose route C and support route D when discussing the Spur 399 Extension. Route D would impact fewer people and would allow the continued community use of the Mitchel Block riding arena. This space is used for therapeutic horse riding along with community get togethers.



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

completely opposed to Route "C". Why were 2 yr old  
maps used for mapping out section C? Seems you have  
calculated costs without taking into account the  
small lines being laid right now - surely this adds  
more cost and makes "D" the better plan.  
"C" affects so many more residences + businesses including  
a personal friends farm land.  
This route is strongly opposed by Texas Parks &  
Wildlife as they know it disturbs much loss  
wetlands + species habitats.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: DARRON CLARK

Address: 1531 COMANCHE DRIVE

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: ALLAM, TX 75013

**From:** Dave Verrelli [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:25 PM  
**To:** Stephen Endres  
**Subject:** US 380 EIS project from Coit Road to FM 1827

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,

In response to the Subject Decision, I want to thank the Team for a thorough and extensive review of the Options and selection of the Blue Alternative. At this point in time, no decision is going to be 100% accepted by the residents of Collin County since the obvious and most direct route decision was taken off the Board last year. "Keep 380 on 380".

Clearly, the businesses along 380 were built in their locations because of the drive by customers that would see their storefronts and stop in. Taking the By Pass traffic away from these businesses isn't going to be embraced by the local store owners.

As a previous resident of McKinney and a current resident of Prosper, I have a unique perspective of the two competing positions. But in the long run since McKinney didn't plan accordingly along 380 by allowing residential communities and businesses to build too close to 380, it only makes sense that any displacements caused by the Blue Alternative impact McKinney not Prosper residents and businesses.

My only Comment/Question is, "Did the Team ever consider building a roadway under 380 similar to the expansion of I-635 in Dallas to move the McKinney ByPass traffic between Coit and FM 1827? This option would only need the main lanes of transportation as the two frontage lanes each way would be handled by the existing lanes of 380 and thus the Project wouldn't need the full width of 10 lanes each 12 ft wide of roadway.

Growing up in the Washington DC area, I witnessed the Metro being built and drove across many a metal plate until the underground construction was completed. It can be done.

Again, Thanks for your hard work and Good Luck publishing the FEIS.

Dave Verrelli  
741 Butchart Drive  
Prosper, TX 75078

**From:** David Kaeser [REDACTED]  
**Sent:** Thursday, April 20, 2023 11:13 AM  
**To:** Stephen Endres  
**Subject:** 380 Expansion Affecting Tucker Hill

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.

Stephen,

My wife and I live in Tucker Hill and we are extremely concerned over what seems to be, a lack of consideration for the needs of our community here in Tucker Hill. We bought in this neighborhood 4 ½ years ago where, the attraction is the enormous amounts of character and peacefulness this community holds. Reviewing the plans, we have so many concerns. My 1<sup>st</sup> concern is air quality and noise. It doesn't look like the studies properly address these issues to a satisfactory level. We have a pool and clubhouse literally feet from the proposed route. We're not sure where these air-quality studies took place but I can't imagine these were taken so close to where groups of people including children gather outdoors, not to mention the noise.

Next, is safety in/out of our development during construction. We only have 2 ways of getting in and out of this development. Have there been any studies on how this will affect the traffic flow especially if emergency vehicles need to enter quickly?

We truly believe Tucker Hill has been unduly and unfairly impacted by many of these "studies" to push along a pre-determined agenda. Looking at all the facts, Segment A costs \$150 million more than Segment B, Segment A affects more homes and businesses than B and Segment A affects more of the streams and wetlands, making this a more environmentally unfriendly choice. Can you explain in a simplistic manner to me, how any of this makes sense?

Please respond. Thank you.

David and Eileen Kaeser  
(214) 620-5663  
[REDACTED]



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:55 AM  
**To:** Ewing, David [HMA] [REDACTED]  
**Subject:** RE: David & Elaine Ewing 700 Braxton Court McKinney, TX 75071

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Ewing, David [HMA] [REDACTED]  
**Sent:** Sunday, February 26, 2023 8:30 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** David & Elaine Ewing 700 Braxton Court McKinney, TX 75071

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,

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of **Segment A** and **support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Our opposition to Segment A of the “Blue Alternative” is based on the following facts presented by TxDOT in their February 2023 Announcement:

1. Segment A destroys 27 businesses, 12 displacements and 2 homes currently. It will likely be more than that by the time the project is constructed whereas Segment B destroys no business, 7 displacements, and 5 homes.

2. The cost of Segment A right of way acquisition estimated today is \$957.8 million compared to \$888.8 million for Segment B. It is likely to reach more than \$1 billion by the time the project is constructed based on current construction projects which are not counted in the current TxDOT estimates.
3. The proposed Blue Alternative which includes Segment A calls for \$120 million from the City of McKinney for right of way acquisition which will be an unplanned tax burden to McKinney taxpayers. The amount of that tax burden quite likely will increase as the cost of ROW acquisitions and related expenses increase.
4. Segment A will have a significant detrimental impact on Stonebridge Ranch and Tucker Hill which border the proposed construction of Segment A. It will create major traffic disruption, increased noise, and increased health and environmental problems, not to mention the impact on schools, morning and afternoon traffic, and school zones divided by US380 Segment A.

Thank you,

David & Elaine Ewing  
700 Braxton Court  
McKinney, TX 75071

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The information in this email and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. If you believe that you have received this email in error, please contact the sender immediately and delete the email and all of its attachments.  
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A Texas Department of Transportation message



**From:** David Frank [REDACTED]  
**Sent:** Thursday, March 16, 2023 4:45 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

*Sincerely,*  
*David A. Frank*

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason



Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.”

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review\\_2011\\_The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board\\_2014\\_Policy Brief\\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston\\_2019\\_Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston\\_2022\\_Why are we still building highways?](#)
3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022\\_‘It’s just more and more lanes’ the Texan revolt against giant new highways](#)

9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts. Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)

10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)

35. [The New York Times\\_2022\\_Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston\\_No Safe Level of Transportation Emissions](#)
37. [Elsevier\\_2017\\_Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard\\_2016\\_Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives\\_2016\\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Video](#)
41. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Slides](#)
42. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_HBW Notes.docx](#)
43. [University of British Columbia\\_2023\\_Traffic pollution impairs brain function](#)
44. [Environmental Health\\_2023\\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen\\_2023\\_MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association\\_2022\\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association\\_2022\\_Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives\\_2011\\_Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet\\_2017\\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives\\_2008\\_Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine\\_2004\\_Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet\\_2002\\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine\\_2010\\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute\\_2022\\_The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen\\_2022\\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC\\_2022\\_Chapter 8 Transport](#)
3. [WHO\\_2021\\_Global Air Quality Guidelines](#)
4. [USPIRG\\_2021\\_Transform Transportation\\_Strategies For A Healthier Future](#)
5. [The World Bank and IHME\\_2016\\_The Cost of Air Pollution](#)
6. [Transportation for America\\_Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)



19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)

17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health](#).
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

**From:** David Carmichael [REDACTED]  
**Sent:** Thursday, April 20, 2023 8:04 PM  
**To:** Stephen Endres  
**Subject:** Comments Against 380 Segment A Alignment  
**Attachments:** [US 380 Segement A Comments - 4-2023.pdf](#)

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.

To whom it may concern,

My wife and I live at 7709 Townsend Blvd in the Tucker Hill community of McKinney. I have been involved with working on keeping our community safe and out of the path of the 380 Bypass from the beginning. We helped push for the Segment B option, and it was looking as if TxDOT would choose that route, at least in 2022 but money, power, and politics always win against the small Taxpaying Homeowners. So here we are with TxDOT choosing Segment A and spending over 200 million more of our money on an option that makes no sense, has a dangerous 90-degree turn, takes out our only entrance, encroaches on more wetlands, affects more streams and rivers, and gives preferential treatment to a horse ranch and their visitors over homeowners who live in the affect area daily. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Why are Segment decisions made with inconsistencies? We were told the comments are a small part of the decision, while those in Segment B were told that the decision was made because more comments came in against B.

Why was the traffic study done during the 2020 pandemic when no one was driving to work, so that the noise and air pollution did not show accurate levels? Why was one mph shown as the normal wind speed in the study?

Why did TxDOT tell our elected officials that there was nothing they could do to influence the decision but tell those impacted to go to their elected officials to push them to influence the alignment choices?

Why does it appear that more intense study was done to the affects of a bypass to ManeGate than to Tucker Hill, as our parks, pool, clubhouse etc. were not identified so no impact studies were done?

Is TxDOT pushing the Bypass thru to gain federal funding while available, without doing their due diligence to study the full effects to the Homeowners and businesses involved?

What is the plan for emergency services, school busses and individuals to enter and exit the Tucker Hill community during construction?

If the City of McKinney cannot come up with the money to move utilities where will this money come from?

Will or can Segment A shift closer to Tucker Hill, without study to affects of the shift?

How do paid lobbyist effect the decision making process? We have seen that money and influence obviously have effects.

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we for go with the current preferred alignment. See attached document outlining all the inconsistencies we have found int the EIS study, also the areas we believe need more study to see the actual impacts to out neighborhood as well as the other affected by Segment A.

Thank you,  
David Carmichael

**From:** David Carmichael [REDACTED]  
**Sent:** Thursday, April 20, 2023 7:08 PM  
**To:** Stephen Endres  
**Subject:** Comments Against 380 Segment A Alignment

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.

To whom it may concern,

My wife and I live at 7709 Townsend Blvd in the Tucker Hill community of McKinney. I have been involved with working on keeping our community safe and out of the path of the 380 Bypass from the beginning. We helped push for the Segment B option, and it was looking as if TxDOT would choose that route, at least in 2022 but money, power, and politics always win against the small Taxpaying Homeowners. So here we are with TxDOT choosing Segment A and spending over 200 million more of our money on an option that makes no sense, has a dangerous 90-degree turn, takes out our only entrance, encroaches on more wetlands, affects more streams and rivers, and gives preferential treatment to a horse ranch and their visitors over homeowners who live in the affect area daily. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Why are Segment decisions made with inconsistencies? We were told the comments are a small part of the decision, while those in Segment B were told that the decision was made because more comments came in against B.

Why was the traffic study done during the 2020 pandemic when no one was driving to work, so that the noise and air pollution did not show accurate levels? Why was one mph shown as the normal wind speed in the study?

Why did TxDOT tell our elected officials that there was nothing they could do to influence the decision but tell those impacted to go to their elected officials to push them to influence the alignment choices?

Why does it appear that more intense study was done to the affects of a bypass to ManeGate than to Tucker Hill, as our parks, pool, clubhouse etc. were not identified so no impact studies were done?

Is TxDOT pushing the Bypass thru to gain federal funding while available, without doing their due diligence to study the full effects to the Homeowners and businesses involved?

What is the plan for emergency services, school busses and individuals to enter and exit the Tucker Hill community during construction?

If the City of McKinney cannot come up with the money to move utilities where will this money come from?

Will or can Segment A shift closer to Tucker Hill, without study to affects of the shift?

How do paid lobbyist effect the decision making process? We have seen that money and influence obviously have effects.

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we for go

with the current preferred alignment.

study, also the areas we believe need more study to see the actual impacts to our neighborhood as well as the other affected by Segment A.

Thank you,  
David Carmichael

**From:** David Chapman [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:43 PM  
**To:** Stephen Endres  
**Subject:** I say NO to Segment A!

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

David Chapman  
[REDACTED]

**From:** David Coggiola [REDACTED]  
**Sent:** Thursday, March 9, 2023 11:38 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:59 AM  
**To:** David F [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** David F [REDACTED]  
**Sent:** Friday, February 17, 2023 1:43 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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.

Hello. My name is David Farmer and I would like to voice my opposition to the 380 bypass (route C). The bypass would destroy the property owned by a good friend. This property serves as a place for therapeutic horse riding, community rides, events, and church services. The bypass would go directly through the riding arena and honey bee area on the property, and the noise from the highway would be incredibly detrimental to the animals.

I would instead like to voice support of route D. It crosses through the flood plain, and would only disrupt 7 homes instead of 29. Thank you for listening, and I hope you will consider the impact of route D on the people and animals that call the area home.

Thank you,  
David Farmer  
830-876-8096

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, January 30, 2023 11:41 AM  
**To:** Barada Paul <[REDACTED]>  
**Subject:** RE: US380EIS: Segment B consideration request

Your comments will be included in public hearing summary.

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**From:** Barada Paul <[REDACTED]>  
**Sent:** Thursday, January 26, 2023 5:29 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380EIS: Segment B consideration request

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.

Hi Mr. Stephen,

My name is Paul Barada and my company name is S. A. Paul Enterprise who owns the land NEC of US Highway 380 and Walnut Grove. I see the Schematic or segment A passing through on my property. If it happens then I would lose high quality tenants and I cannot afford to lose the valuable land. I already designed the multi-tenant shopping center and I have multi-million dollars debt on this property and cannot afford to lose my property.

Secondly, I see there are two Segments (alternative routes) like A and B. I think the city of McKinney passed the resolution Segment B last year. I would suggest Segment B is the best option because it will be less displacement for the businesses and residential. I oppose TXDOT's decision if Txdot decide to move Segment A option. Please consider the alternative option Segment B. You can reach me anytime for my concern

Thanks Paul

214-9864538

Sent from [Mail](#) for Windows

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** David Hedgpeth  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: US 380

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** David Hedgpeth [REDACTED]  
**Sent:** Monday, March 13, 2023 9:43 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** US 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.

I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

**David Hedgpeth CFS/CDS/ASC, Principal**  
**Hill Country Transportation Resources, LLC**

Litigation Support  
2005 Tremont Blvd  
McKinney, Texas 75071  
214-843-6689  
[REDACTED]



**From:** D hughey [REDACTED]  
**Sent:** Thursday, March 16, 2023 12:45 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

David Hughey

**From:** David Johnson [REDACTED]  
**Sent:** Wednesday, April 19, 2023 8:52 PM  
**To:** Stephen Endres  
**Subject:** Additional 380 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.

Dear Mr. Endres,

Having further reviewed the proposed Segment A impact to myself and my neighbors during the extended comment period, I have found substantial new points of discussion as well as questions that should be answered. These are in addition to my earlier submitted comments.

Both my wife and I are elderly as are 75% of the people on my street which is located very near the proposed extended 380. Even closer than us to the proposed extension are other neighbors in the same demographic. Not surprisingly, this population is already experiencing numerous health issues. Moreover, many children reside in close proximity to the proposed construction. In my opinion, TxDOT's study fails to address the increased noise, adverse mental health effects, and significant air pollution that will accompany the widening of 380 and which will be deleterious to the people who live here. Even for those who are young and healthy, the fact that Tucker Hill is a "front porch community" with many outdoor facilities and events has been overlooked by the study.

Also concerning to me is the lack of study applied to safety issues during and after the construction process. My safety concerns include having sufficient neighborhood access for both residents and emergency personnel. The safety of having two 90 degree turns in the freeway has likewise not been properly considered when compared to the alternative.

Questions that I need to have addressed include the following:

- 1.
- 2.
3. Beyond depressing the fast lanes that pass in front of Tucker Hill, how will TxDOT further reduce
4. the unacceptable noise level that is going to accompany the new roadway (unacceptable considering the neighborhood demographic and lifestyle)?
- 5.
- 6.
- 7.
8. What does adding a sound wall, in addition to the depression, do to mitigate the unreasonable levels
9. of noise?
- 10.
- 11.
- 12.
13. What is TxDOT planning to do to add back additional parking for the Harvard building which is currently
14. slated to lose an entire row of spaces (and this will lead to the already limited resident-only Residents' Club parking being inappropriately used by those who don't live here)?
- 15.
- 16.

- 17.
18. What would implementing a cantilevered approach in front of the Harvard building do in terms of
19. both space and noise reduction (helping to address concerns raised in the previous two questions)?
- 20.
- 21.
- 22.
23. What would a combined depression, sound wall, and cantilevered approach do in terms of space and
24. noise reduction?
- 25.
- 26.
- 27.
28. How will emergency response services be affected during the period of construction?
- 29.
- 30.
- 31.
32. When is TxDOT going to complete and publish a vibration analysis that identifies impact to homes
33. near the construction area (homes that can already rumble when a large truck passes by), or if already  
published, where are the results of the analysis?
- 34.
- 35.
- 36.
37. What is the full impact of increased air pollution as a result of the widening (both before and
38. after construction)?
- 39.
- 40.
- 41.
42. Where were monitors for air quality installed for the current study?
- 43.
- 44.
- 45.
46. What is the effect of air pollution on the neighborhood when CURRENT traffic studies are considered
47. on both the SOUTH and EAST sides?
- 48.
- 49.
- 50.
51. What is the effect of noise on the neighborhood when an UPGRADED monitoring package is used  
along
52. with CURRENT measurements during PEAK periods of traffic on BOTH the SOUTH and EAST sides?
- 53.
- 54.
- 55.
56. Where is the complete analysis of safety impacts due to the sharper turns involved in segment A
57. versus segment B?
- 58.
- 59.
- 60.
61. Where is TxDOT's study of the aesthetic impacts that 380 widening will cause?
- 62.
- 63.
- 64.
65. Where can we obtain a copy of the study that explains everything in language which a non-technical
66. person is able to understand?
- 67.
- 68.
- 69.
70. What assurances is TxDOT providing that no further western shifts of the "first curve" of 380 (already

71. UNACCEPTABLE!!!) will ta
- 72.
- 73.
- 74.
75. What will TxDOT do to lower the elevation of the eastern bypass portion that heads to the north?
- 76.
- 77.
- 78.
79. What engineering possibilities exist for TxDOT to erect a sound wall on the eastern bypass portion
80. that heads to the north?
- 81.

Besides the concerns and questions raised above, please note MY OFFICIAL AGREEMENT with the research below which spells out many other deficiencies regarding TxDOT's position.

Regards,

Dave Johnson  
7505 Wescott Ln  
McKinney, TX 75071

\*\*\*\*\* Research Notes

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.



In direct conflict with their own fi  
route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the r

## Traffic Analysis

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

## Two 90 degree curves

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

## Community Cohesion

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place

neighborhood. In fact, Mansions

The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the

The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, and economic, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase "human environment" in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR\\_About the methodology](#)
3. [American Economic Review\\_2011\\_The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board\\_2014\\_Policy Brief\\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis\\_2015\\_Policy Brief\\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston\\_2019\\_Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston\\_2022\\_Why are we still building highways?](#)
3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation\\_2022\\_In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters\\_2021\\_Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022\\_'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times\\_2022\\_Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT\\_2023\\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT\\_2018\\_Technical Report\\_Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian\\_2022\\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)

## 2. Jalopnik\_2022\_Emissions fr

### Congestion vs. Idling Emissions

1. City Observatory\_2017\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions
2. Transportation Research\_2012\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies

### Policy vs. Behavior Changes

1. Transportation Research Interdisciplinary Perspectives\_2023\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions

### Effects on Human Health

1. The Guardian\_2019\_Revealed: air pollution may be damaging 'every organ in the body'
2. Chest\_2019\_Air Pollution and Noncommunicable Diseases
3. PNAS\_2018\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter
4. Environmental Pollution\_2008\_Human health effects of air pollution
5. Environmental Health Perspectives\_2007\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project
6. Respiratory Medicine\_2015\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens
7. American Journal of Physiology\_2008\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction
8. Environmental Health Perspectives\_2016\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study
9. Environmental Health Perspectives\_2010\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School
10. Environmental Pollution\_2017\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants
11. Environmental Health Perspectives\_2009\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California
12. Obesity\_2016\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study
13. Environmental Health Perspectives\_2006\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas
14. The Guardian\_2019\_Air pollution deaths are double previous estimates, finds research
15. European Heart Journal\_2019\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions
16. The Guardian\_2019\_Air pollution 'as bad as smoking in increasing risk of miscarriage'
17. Fertility and Sterility\_2019\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study
18. Fertility and Sterility\_2018\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study
19. The Guardian\_2018\_Air pollution particles found in mothers' placentas
20. The Guardian\_2018\_Air pollution causes 'huge' reduction in intelligence, study reveals
21. PNAS\_2018\_The impact of exposure to air pollution on cognitive performance
22. The Guardian\_2017\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors
23. BMJ\_2017\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study



24. [The Guardian\\_2017\\_Global](#)
25. [The Guardian\\_2018\\_Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet\\_2019\\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian\\_2017\\_How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian\\_2018\\_Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health\\_2018\\_Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine\\_2010\\_Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian\\_2016\\_Air pollution linked to increased mental illness in children](#)
32. [BMJ\\_2016\\_Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian\\_2018\\_Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian\\_2017\\_Electric cars are not the answer to air pollution, says top UK adviser](#)
35. [The New York Times\\_2022\\_Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston\\_No Safe Level of Transportation Emissions](#)
37. [Elsevier\\_2017\\_Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard\\_2016\\_Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives\\_2016\\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Video](#)
41. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Slides](#)
42. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_HBW Notes.docx](#)
43. [University of British Columbia\\_2023\\_Traffic pollution impairs brain function](#)
44. [Environmental Health\\_2023\\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen\\_2023\\_MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association\\_2022\\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association\\_2022\\_Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives\\_2011\\_Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet\\_2017\\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives\\_2008\\_Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine\\_2004\\_Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet\\_2002\\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine\\_2010\\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute\\_2022\\_The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen\\_2022\\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC\\_2022\\_Chapter 8 Transport](#)
3. [WHO\\_2021\\_Global Air Quality Guidelines](#)

4. USPIRG\_2021\_Transform Ti  
Bank and IHME\_2016\_The Cost of Air Pollution
6. Transportation for America\_Driving Down Emissions

#### Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment

2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards
5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review
8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles
19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean
23. The Guardian 2016 Why electric cars are only as clean as their power supply
24. Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment
25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.

#### VOCs/ PM2.5/ Greenhouse Gases



1. World Health Organization 2011 Lung Association 2022 Volatile Organic Compounds
3. National Cancer Institute 2022 Benzene
4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.
5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles
8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM<sub>2.5</sub>): The culprit for chronic lung diseases in China.
16. Journal of Thoracic Disease 2016 The impact of PM<sub>2.5</sub> on the human respiratory system
17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
19. CDC 2022 Climate Effects on Health.
20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System
2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

#### Resources

1. TxDOT 2022 DEIS

Mr. Stephen Endres  
Texas Department of Transportation  
Dallas District  
4777 E. US Highway 80  
Mesquite, Texas 75750

Re: US 380 from Coit Road to FM 1827

Dear Mr. Endres:

I write this letter as a Collin County, Texas resident due to my concerns that the selection of Segment A for the 380 bypass will negatively impact significantly more Collin County residents and businesses than Segment B, as well as result in a significantly higher costs than Segment B. Texas Department of Transportation has provided several justifications for the preliminary selection of Segment A, however, the factors in favor of Segment B significantly outweigh the factors supporting Segment A.

Segment A is more expensive than Segment B, is longer than Segment B, and will result in negative impacts to significantly more residents and commercial businesses in Collin County, Texas than Segment B.

With the movement of Segment A west 100 feet, which was very recently proposed “in order to minimize impacts to future developments”, this will result in Segment A encroaching upon more wetland acreage. Segment A, as proposed adversely impacts the environment more than Segment B. Segment A will encroach upon twice the waterway and wetland areas than Segment B. Segment A will further require the removal of more than 30 large trees estimated to be over 150 years old. Segment A additionally will adversely impact animal habitats established within the southerly portion of Segment A.

The Segment A project will result in construction and resulting traffic impacts on approximately 4 miles of current Highway 380 between Segment A and Coit Road, and will result in the displacement or impact on 14 commercial properties, whereas Segment B will alleviate both of these significant and expensive adverse impacts.

One of the justifications published by TxDOT for Segment A is that it will not displace any community facilities. However, Segment B will not displace any community facilities either, which renders this justification point invalid. The EIS has identified **21** community facilities adjacent to Segment A, with only **4** community facilities adjacent to Segment B. Construction of Segment A will impact significantly more community facilities than Segment B.

Among the most egregious justifications for Segment A are that Segment A avoids displacing **proposed** construction or development in the path of Segment B. The mere fact that something has been claimed to be planned for development does not address the fact that Segment A will create real impacts on current Collin County, Texas residents.

The study reserves hundreds of references to Mane Gait, which is a horse property which ostensibly serves persons with disabilities. As a parent of a child with cerebral palsy, I can attest to the fact that after over 3 years of being on the “waiting list” and offering to volunteer, we have not been contacted by, or had any responses from this entity to allow our child to participate in their supposed services. While Mane Gait is a non profit entity, and does appear to file required reporting for non profit entities, this facility does not, based upon my personal experience, provide services to members of the community of Collin

County, Texas. Further, the claimed impact by TxDOT upon Mane Gait is a proximity concern. Given that Main Gait ostensibly provides horse-based therapeutic services on a one-hour at a time basis, the use of the facility is transient in nature. Mane Gait clients, if any, will therefore use the facility for extremely short periods of time, and the impact of noise created by Segment B will not impact any permanent residents of Mane Gait.

Several commenters have noted that the impact of noise from Segment A on the Tucker Hill community is not accurately identified or analyzed in the EIS. Among the concerns of Segment A is the gradient of the curve of the proposed alignment at the south junction turning west onto existing 380 will result in a superelevation, resulting in direct noise reflection directly into the neighborhood of Tucker Hill. This impact was not fully or accurately evaluated in the draft EIS.

The technical components of the EIS further appear to be lacking, including but not limited to traffic projections, which appear to be utilizing improper methodology and projections, construction phase impacts upon the communities of Tucker Hill and Stonebridge Ranch and planning for traffic flows, and air pollution analysis, which utilized incorrect testing parameters.

It appears that the comment and vetting process of the evaluation of Segment A versus Segment B may have been influenced by more than practical reasons and justifications. It has become apparent that many of the comments submitted to TxDOT may have been artificially overstated, and possibly submitted by parties other than residents of the impacted areas. This has possibly resulted in an incorrect decision-making process in the determination of Segment A as the site of the 380 bypass. I would urge TxDOT to re-evaluate the factors considered in the entire decisioning process regarding the Highway 380 route and improvements, and provide a response to the comments raised in this letter.

Sincerely

David Keese

**From:** [REDACTED]  
**Sent:** Tuesday, March 28, 2023 5:55 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass

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.

I vote NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

David Norton

**From:** David Smedley [REDACTED]  
**Sent:** Monday, March 13, 2023 10:45 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

I live in Tucker Hill at 2300 Grassmere Lane. It's the first house on the southeast side. I'm still baffled that Segment B wasn't selected. Segment A appears that it would be about 100 yards from my house on the South. Then when the bypass turns North the highway will be 1628 feet from my house on the East side. In effect I will be cornered in by the bypass. Also, I understand that you caved to Billingsley and adjusted bringing the North turning part further West towards my house and Tucker Hill. Why in the world would you agree to that?

By 380 cornering my house my home value will be dramatically negatively impacted. Will I be compensated.

Thank you in advance for your response.

Sent from my iPad

**From:** David Sylvester [REDACTED]  
**Sent:** Tuesday, April 4, 2023 8:14 AM  
**To:** Stephen Endres  
**Subject:** Tucker Hill

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.

My wife and I are 10-year residents of Tucker Hill and we feel that Option B is the ideal solution as it has the hallmark of "Less Is More" which makes it the most "Ethical" of choices. A solid business ethic is the result of good people expressing wisdom and high purpose while making decisions that result in less harm to its citizens and the environment, all for the ultimate good of the community. Tucker Hill is fortunate to have sincere ethical leaders who have been consistently engaged and focused on obtaining a result that achieves the least harm and the "ultimate good" for Tucker Hill and the local community as a whole.

Option B fulfills this:

- Option B is less costly.
- Option B has less business impact.
- Option B has low home displacement.
- Option B provides a more direct and expedient route and will be safer.
- Option B has far less environmental impact.
- Option B provides less disruption to Collin College and Baylor Hospital.
- Option B benefits are many, detailed and support "Less is More".

Truly Option B is the most ethical, cost effective and beneficial - providing the least harm to its citizens and environment - all for the "ultimate good" of the community.

Most Sincerely, David and Pam Sylvester - Tucker Hill  
April 2, 2020

**From:** David Teed [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:50 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

David Teed

Sent from my iPad

**From:** Scott & Dawn Craven [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:41 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

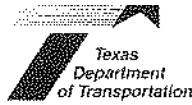
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you for your time.  
Dawn & Scott Craven  
Stonebridge Ranch residents

Sent from my iPhone





**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I support **D** for all the reasons attached.

I support **D**

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Debi Ward

Address: 2022 Wayside Tr

Apartment, suite, etc.: MCKINNEY TX 75071

City/State/Zip: \_\_\_\_\_

## Oppose C (Catastrophe) and *Support D (Decent)*

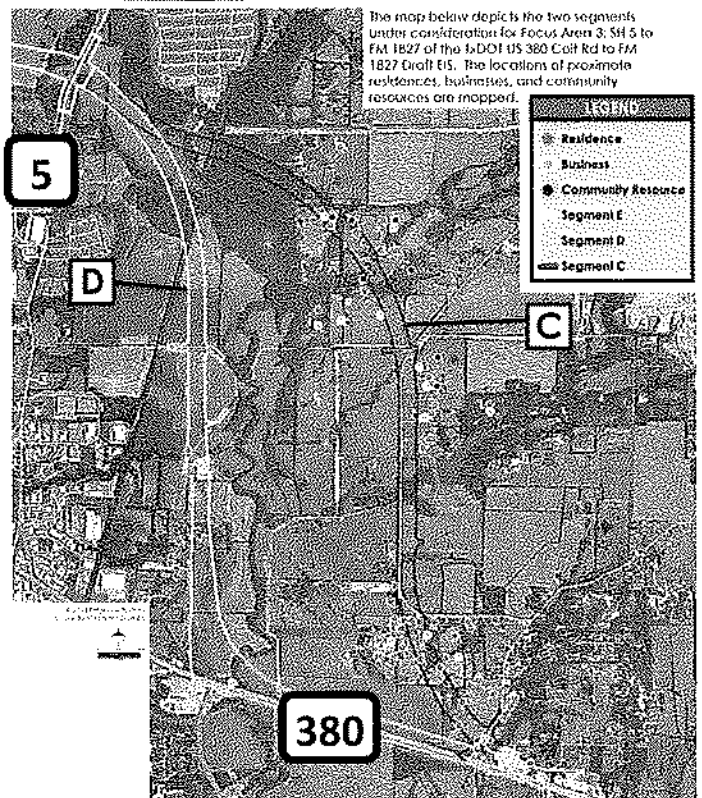
- C divides residential and farming/ranching communities.
- C affects and displaces more:
 

	C	D
– Residences	29	7
– Businesses	15	4
– Community Resources	7	0
- C damages one of the largest remaining forests in central Collin County.
- C destroys 71% more acres of forests and woodlands.
- C disturbs wetlands and suitable habitat for threatened species (determined by TxDOT).
- C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).
- C has worse traffic performance: Lower traffic capacity, longer travel times, slower travel speeds, and more elevation changes.

Totals exclude shared displacements at the east end of US 380 that are affected by both segments.

*Spur 399 Extension: Both Segments C and D are designed and budgeted to connect to the TxDOT-Preferred Orange Alternative for the Spur 399 Project.*

### Northeast McKinney



**PLEASE** talk with the TxDOT representatives to voice your opinion and fill out a comment card to Oppose C (Catastrophe) and *Support D (Decent)*.

**From:** Debbie Cagle Wells [REDACTED]  
**Sent:** Friday, March 10, 2023 9:45 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Debra Block [REDACTED]  
**Sent:** Thursday, March 16, 2023 1:33 PM  
**To:** Stephen Endres  
**Subject:** Change 380 bypass from route C to D

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.

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

Sincerely,  
Debby Block

Sent from my iPhone

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TXDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TXDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TXDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TXDOT will not mitigate these harms, then TXDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TXDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time



, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

In conclusion, I am writing to express my strong opposition to the proposed construction of Segment A freeway that will run in front of our front porch neighborhood. This freeway will cause significant disruptions to our everyday life and noise levels, and I urge you to reconsider this project.

As you may be aware, our neighborhood is a peaceful and tranquil community where families and children enjoy spending time on their front porches and engaging in outdoor activities. However, the construction of Segment A will result in a constant stream of traffic passing right in front of our homes, causing an unacceptable level of noise pollution and making it difficult for us to enjoy our outdoor spaces.

Furthermore, the increased traffic flow will create safety concerns for our residents, particularly for children who play in the neighborhood. It is simply unacceptable that the construction of this highway could put our families and children at risk.

We believe that the proposed construction of Segment A is unnecessary and will have a significant negative impact on our community. Instead, we urge you to explore alternative routes that would not disrupt the peaceful and tranquil nature of our neighborhood.

In conclusion, I urge you to reconsider the construction of Segment A and explore alternative options that would be less disruptive to our community. Our neighborhood deserves to be protected and preserved, and we trust that you will take our concerns into consideration.

Regards,

The Kaufmann Family  
Tucker Hill

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city'. Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)

9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts. Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)

10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)



35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire-road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)

19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)

17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health](#).
20. [NAQTS. Emissions Analytics. Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

**From:** Debora Kaufmann [REDACTED]  
**Sent:** Thursday, April 20, 2023 9:38 PM  
**To:** Stephen Endres  
**Subject:** US 380 Segment A Comments  
**Attachments:** [380 Segment A Comments .pdf](#)

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 evening,

Please see attached our family's opposition to segment A.

Sincerely,



**Debora S. Kaufmann**  
*MBA, Finance and Global Business*  
cell: 818-568-0738  
Email: [REDACTED]

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Wednesday, February 22, 2023 1:35 PM  
**To:** Debra Campbell [REDACTED]  
**Subject:** RE: Tucker Hill and 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Debra Campbell [REDACTED]  
**Sent:** Tuesday, February 21, 2023 8:21 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Tucker Hill and 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.

My name is Debra Campbell and I live at 2101 State Blvd in McKinney (Tucker Hill)  
[REDACTED] 214-842-1683

I am not employed by TXDOT or do Business with TXDOT.  
I will not benefit monetarily from the project or other item about which I am commenting.  
(It's a shame that other cities, builders etc can't say the same thing. Mane Gait could have lots of options for moving their facility IF the traffic even affected their horses.)

US 380 from Coit Road to FM 1827, Collin County, Texas

NO TO A. B costs a lot less money and would be least disruptive to traffic in McKinney. I thought it was interesting that there will be 3 lanes going into McKinney and 5 lanes going into Prosper. Prosper is who will benefit the most from this bypass because of their tremendous growth but they are not willing

to negotiate for a solution.

We should complete the outer loop for Collin County and then reassess what would be best for 380.

Make improvements to 380, not this bypass. It makes no sense

Tucker Hill worked tirelessly with honesty and integrity seeking viable solutions and advocating for a route that was least impactful overall.

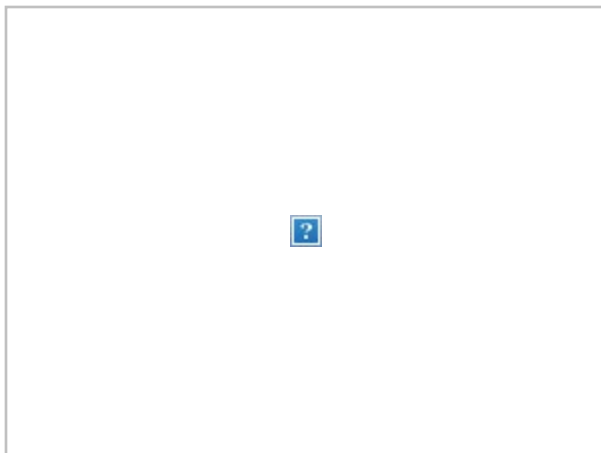
The dishonest antics of others (Prosper) paid off for them by encouraging everybody they knew to write in to say NO to B. My cousin who worked in by Highland Park ISD said there were petitions and examples of letters being sent around for everyone to sign. These questions should be answered by people who will be affected by the bypass not individuals for other counties.

I was told there was an individual who send in a No to B using all the empty lot addresses.

Prosper declaring in November they were putting in a cemetery along Route B so that wouldn't be acceptable.

I've been told deals were made to vote for the airport and they would let Route A go thru without resistance. What a bunch of unethical people who got their way.

It is not right for this bypass to affect Tucker Hill on two sides while other Cities want the Bypass as long as they don't have to give up anything. So Unfair.



**From:** Debra Campbell [REDACTED]  
**Sent:** Wednesday, April 19, 2023 11:02 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical. Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact. This does not make sense.

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

Tucker Hill is a very unique front porch community. We spend a lot of time on our porches and walking the neighborhood.

I am in my 70's and have had numerous health problems including cancer.

Can u guarantee that 380 will Not be detrimental to my health and well being after construction and during construction due to the excessive noise and environmental pollution? Have you researched the correlation between noise and mental and physical health? This can be very stressful and detrimental to everyone's health and well being.

I'm also concerned about emergency vehicle access to Tucker Hill. Can you guarantee that Stonebridge will be completed before any construction on 380 Is started in front of Tucker Hill?

Why can't the outer loop be used as a solution?

Wouldn't it make more sense to connect to NDT and 35???

I'd the 380 segment A is selected and all the studies regarding our health are completed you must promise a depressed 380 in front of Tucker hill with large sound barriers. I can't even imagine how loud the noise will be. Why are we the only neighborhood that will be affected on 2 sides by 380 Bypass and flood plains on the north side with no way to exit the neighborhood I'm the rear.

Thanks in advance for your consideration to all my questions.

Debra Campbell.

Sent from my iPhone



**From:** Debra Flowers [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:06 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Debra Flowers  
Sent from my iPhone

**From:** Debra Jordan [REDACTED]  
**Sent:** Sunday, March 26, 2023 8:28 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** debra kerner [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:46 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

debra

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Monday, February 20, 2023 8:49 AM  
To: ddmir [REDACTED]  
Subject: RE: Hwy 380 from Coit heading East Pubic Comment

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: ddmi [REDACTED]  
Sent: Sunday, February 19, 2023 2:25 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Hwy 380 from Coit heading East Pubic Comment

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! I prefer the blue alternative A segment. I live in Lakewood at Brookhollow in Prosper.

Thank you!

Delores Morgan  
[REDACTED]  
469-907-8040

Sent from my iPad



3/12/23

**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Comments must be received or postmarked by **Tuesday, March 21, 2023**, to be included in the formal hearing documentation.

**Comments:**

We live in Lacuna (Stonebridge + 380) in Stonebridge. It is unreasonable to see how a freeway and bypasses at Stonebridge + Cluster will continue to support values for properties located in Lacuna.

Currently we have constant Cluster 1380 noise from early morning to late at night. Now with the new development moving in with Dela Vega, we now have clear visibility of all this traffic with more to come.

Who at the City of McKinney is protecting our values like the support properties?

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Denese Berardisco

Address: 1501 Wade Haven Ct.

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney, TX 75071

To mail, please fold along dotted lines

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 - US 380 MCKINNEY Coit Road to FM 1827 - Public Hearing Individual Comments (Emails, Letters, Comment Forms)

Fold Here

Fold Here

1501 WADE HAVEN COURT

*the berardescos*

MCKINNEY, TX 75071

NORTH TEXAS TX 750

14 MAR 2023 PM 7 L



**TxDOT DALLAS DISTRICT OFFICE  
ATTN: STEPHEN ENDRES, P.E.,  
4777 E U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

**RECEIVED TxDOT  
MAR 16 2023  
DISTRICT MAILROOM**

**CSJ 0135-02-065 ETC., US 380**

75150-664399





**From:** D B [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:50 PM  
**To:** Stephen Endres  
**Subject:** NO to US 380 Bypass Segment A!!!!

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.

As a homeowner and citizen of McKinney, TX. for over 26 years, I STRONGLY OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement SEGMENT B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you for your careful consideration for this bypass.

 Denise Bouhasin   
Round Hill Rd. McKinney TX

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, January 23, 2023 8:47 AM  
**To:** Denise VanderHeiden [REDACTED]  
**Subject:** RE: US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

Your comments will be added to public hearing summary.

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**From:** Denise VanderHeiden [REDACTED]  
**Sent:** Friday, January 20, 2023 4:45 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

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.

Why would DOT choose to disrupt hundreds if not thousands of homeowners and put a route close to Stonebridge Ranch and Tucker Hill when they could go up Custer Road? Is it because the Mane Event horse people have so much money and have such good PR? This is ridiculous and stinks of political payoff.

I think DOT should look at areas of less impact on current residents. Mane Event can stay where they are if the route goes up Custer Road (it has been proved that it would not affect the horses) and, if they don't like it, they can relocate! Many of the homeowners that will be affected do not have the same resources that Mane Event has. Sadly, that is probably why we will end up dealing with the horrible effects of having a huge freeway cutting through our neighborhoods where many houses and families live.

I hope that DOT will reconsider and put this bypass in an area that won't affect so many families that have no choice but to stay in their homes in this terrible real estate market that we find ourselves in with the high interest rates making it another impediment to moving. I have lived here for 13 years and am very close to highway 380, same as hundreds of other households that would be affected by this. We do not have the option of moving. It is unconscionable that DOT would do this to this many homeowners as opposed to displaced a horse therapy operation.



**From:** Denise VanderHeiden [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:50 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Dennis Burkett [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:21 PM  
**To:** Stephen Endres  
**Subject:** Re: US 380 from Coit Road to FM 1827 Draft Environmental Impact Statement & Notice of Public Hearing

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,

Again, thanks for your dedication to these projects! I'm sure you'll be glad when this one is finalized & you guys are able to start the process for construction.

I would like to suggest that because of the on-going current construction of Ridge Road north of US 380 (bridge over the creek, etc.) that the choice to go **east** of Tucker Hill will be much more expensive than previously estimated. This project (which is currently well underway) is significant (a divided 4-lane roadway). I would anticipate that it's completion will require additional re-drawing of the 380 project. Thus I would again suggest that the route which goes **west** of Tucker Hill & **west** of Custer Road would be a better choice. (I realize that ManeGait's 14 acres is a political issue, but surely their relocation would not be as expensive as some might suggest. Additionally I understand that the Darling family has some experience in acquiring & developing land when they were previously involved in subdivision development.)

Thanks for accepting feedback from area residents!

Dennis Burkett  
[REDACTED]

On Jan 13, 2023, at 11:49 AM, Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Wednesday, February 22, 2023 1:56 PM

To: Dennis De Matt [REDACTED]

Subject: RE: US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –  
Public Hearing Individual Comments (Emails, Letters, Comment Forms)

Your comments will be added to public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Dennis De Matte [REDACTED]

Sent: Wednesday, February 22, 2023 8:34 AM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

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.

Hello,

I would like to express my support for the “ Blue Alignment” as shown on the latest DEIS as it adequately addresses the environmental, social and engineering requirements of the project.

Sincerely,

Dennis J. De Mattei

300 Yosemite Drive

Prosper, TX 75078

**From:** McKee, Dennis (D.) [REDACTED]  
**Sent:** Thursday, April 20, 2023 7:12 PM  
**To:** Stephen Endres; Ceason Clemens  
**Cc:** Dennis Mckee [REDACTED]  
**Subject:** US 380 expansion Option A

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.

To whom it may concern:

This letter contains questions to which I seek answers and expresses how this project will personally impact my and my wife's quality of life.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e. TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.

● Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

● Segment B does, in fact, displace fewer homes; 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.

● Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.

● Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.

● Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns. This would create a traffic choke point directly in front of our neighborhood.

● TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.

● TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

● TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion. In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

## **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A consideration. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their recently proposed Segment A shift on the east side of the neighborhood.

## **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents. We moved to Tucker Hill for the ability to live a life of quiet enjoyment of such beautiful

outdoor spaces. We worked all our lives to be able to live here. For TXDOT to take that away from us is unconscionable.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in

their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood? We are in our 60s and suffer from long term illnesses that can be life threatening. My husband is a diabetic and I have severe asthma and allergies, which would be further aggravated by the increased air pollution should Segment A move forward. How can we be sure emergency teams could reach us given the single entry point and likely choke points for traffic directly in front of our neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to us personally and to the community in favor of future development. I strongly object to the proposed shift of the A alignment.



## **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction. But let me ask you this; would you want to live in this neighborhood if Segment A moves forward? Would you want to have that kind of a health risk in your own home?

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves. My husband works in the experimental motors division of Ford motor company. He is well aware that EVs are a very long way off from having a significant impact on air quality.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

## **Quality of Comments Collected**

As described above, Bill Darling and others appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record. Even so, making a choice of Segment A based on comments and ignoring the overwhelming facts for a better alternative is not the way to make a decision.

## NEPA

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT. “NEPA is About People and Places”. “Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.”

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Dennis McKee  
2720 Majestic Ave  
McKinney, TX 75071

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Induced Demand

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- [16. Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)
  
- [17. US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
- [18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
- [19. CDC 2022 Climate Effects on Health.](#)
- [20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

- [1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
- [2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
- [3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
- [4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
- [5. USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

- [1. TxDOT 2022 DEIS](#)

**From:** Diane Heldreth [REDACTED]  
**Sent:** Tuesday, April 18, 2023 1:44 PM  
**To:** Stephen Endres  
**Cc:** [REDACTED]  
**Subject:** 2nd Email - - NO to Segment A

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.

Hi Stephen,

I previously sent an email - but with the date coming soon...I am just re-emphasizing my husband and I say - "No to Segment A".

Just from a monetary/cost standpoint - - (which should be "the #1 reason/item TxDot should look at" - - Segment B costs less, so why not go with Segment B?

I am truly praying that common sense and TxDot looking at the lower cost of Segment B (less expensive, less destruction of homes, businesses, etc.) in addition to the reasons below ... Will Prevail!!! 🙏

Thank you, Stephen! Have a great week!

Diane and Carl Heldreth  
Stonebridge Ranch resident (for approx. 17 years)

And:  
As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone



-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Wednesday, February 22, 2023 1:36 PM

To: Diane Heldreth [REDACTED]

Subject: RE: Highway 380 Project - McKinney (our thoughts since we can't be at meeting tonight)

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Diane Heldreth [REDACTED]

Sent: Tuesday, February 21, 2023 6:33 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: Highway 380 Project - McKinney (our thoughts since we can't be at meeting tonight)

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.

Hi Stephen,

I hope you are doing well! My husband and I live in Stonebridge Ranch in McKinney and have lived here for almost 17 years! We still live here - because we love McKinney...wonderful neighborhood!

My husband and I have plans tonight, otherwise we'd be there to hear info and ask questions.

Per emails from Stonebridge Ranch HOA - it says the project that TXDot is proposing will cost "McKinney residents an unbudgeted \$120 Million Dollars"? We don't understand why residents of McKinney have to be responsible for paying the unbudgeted \$120 million dollars? As you know - there will be millions/billions++ drivers' that will forever be using 380, etc. (non-residents of McKinney, out of towners, visitors, out of state truckers, etc.) - so,

why do McKinney residents have to pay the \$120 million dollar bill? We also understand per the information received, that if you stay with the projected plan, it will disrupt many homes/homeowners' dream homes, and many businesses (who I would imagine chose their locations to build their businesses and build their clientele/ customers). If any of this information is incorrect, please let me know.

Also, if this project happens - will Highway 380 and all other roads involved in this project be Toll Roads? And, if so, where would the toll road money be allocated for years' to come?

Wish we could be there tonight...and, if you are able to provide/email the meeting Minutes, we would appreciate it!

Thank you, Stephen!

Respectfully,

Diane Heldreth

**From:** Diane Herod [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:04 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Diane Herod

Sent from my iPhone



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** Switched back to **(D)** ~~protected~~ - <sup>protected the animal</sup> rescue.

Please protect the <sup>Wash</sup> Wash facility. It is designed to provide sensory activities / therapeutic riding for disabled children & others. I am a retired occupational therapist & worked in children at the Wash facility. It was designed for my patients in providing cognitive, sensory, vestibular, balance & post. dev. activities. Please protect the animals who ~~are~~ <sup>are</sup> ~~then~~ <sup>then</sup> ~~rescue~~ <sup>rescue</sup> another move will further traumatize them. This facility needs to be protected.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Diane Miller

Address: PO Box 124

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Malissa, Tx 75454

**From:** Diane Miller [REDACTED]  
**Sent:** Tuesday, March 7, 2023 11:32 AM  
**To:** Stephen Endres  
**Subject:** Option c no good

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.

When considering the 380by pass, Please choose option D which is mostly flood plane and disturbs fewer homes and farms than option C. It really matters to those who live in the path.

Thank you

Diane Miller

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Thursday, February 23, 2023 9:05 AM  
To: Diane Reynolds [REDACTED]  
Subject: RE: 380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Diane Reynolds [REDACTED]  
Sent: Wednesday, February 22, 2023 5:09 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: 380 bypass

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.

My husband and I retired in Tucker Hill 10 years ago. We have been involved in meetings concerning this issue for the past several years, and the decision to use the most expensive route is outrageous. Tucker Hill has one way in and one way out of this neighborhood. Residents enter and leave the neighborhood via 380. The promise of a Stonebridge extension going north has been promised since we purchased our home, but nothing has been done. When

this construction on the 380 bypass begins we will essentially be landlocked. Emergency vehicles will not have easy access to Tucker Hill, and the construction, air quality, and noise will be unbearable for residents living in Tucker Hill. From all the bullet points I've read, Main Gate, and the parks, etc. recently started in Prosper are the deciding factors for TxDot. How can TxDot justify the additional cost of this route over the less expensive routes? This

decision is wasteful of resources and irresponsible of cost. TxDot needs to do the right thing by ALL taxpayers and not just those that live in Prosper and on Main Gate property. Also, why is the Outer Loop that is already under development not considered instead of the bypass.

Diane Reynolds

7416 Ardmore St

McKinney, TX 75071

Sent from my iPad

**From:** L Diane Reynolds (Gmail) [REDACTED]  
**Sent:** Thursday, April 20, 2023 9:59 PM  
**To:** Stephen Endres  
**Subject:** US 380 Segment A

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.

Stephen:

As a McKinney homeowner and tax payer, I find that TXDT's recommendation of Segment A over Segment B to be fiscally irresponsible to the taxpayers by costing over \$150 million more. TXDT applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. The political maneuvering, campaigning and rezoning efforts by the City of Prosper and ManeGait has swayed TXDT's position. I find these actions unethical and improper. My neighborhood, Tucker Hill, will be effectively cut off from the City of McKinney by Segment A. We have only one way in and one way out of this neighborhood. How will TXDT mitigate this problem? We have been promised another entrance for years. My husband and I chose this neighborhood for the front porch community and close proximity to Baylor Hospital. Access to emergency services are important for all of us in Tucker Hill. Please explain how our safety will be considered for emergency situations with only one entrance? Unlike those who utilize the services at ManeGait periodically, we live in our homes 24/7. We will experience increased air pollution and increased noise pollution 24/7 reducing our quality of life and forcing us to stay inside our homes as much as possible. TXDT's study of air pollution was based on 1MPH wind. The wind in TuckerHill is consistently much higher in the 10-20 MPH range. I check the wind frequently because of my allergies. How can TXDT justify the 1MPH study? The study is most definitely flawed with incorrect data. Families in TuckerHill with medical conditions, allergies and disabilities will be negatively impacted by the new conditions of a freeway surrounding our neighborhood. ManeGait was given more consideration than an entire community of McKinney citizens that live 24/7 in their homes as opposed to a client population who visit periodically. ManeGait was offered another location at no charge, but they refused the offer. Our neighborhood residents do not have the option of a no cost relocation.

We currently experience consistent traffic backups from Ridge Rd to Hwy 75. How does Segment A impact that portion of 380? Will Segment A alleviate traffic problems from Ridge Rd to Hwy75? Does TXDT have data on the traffic traveling east on this portion of 380 that need a northern route at this intersection?

Ridge Rd is currently being built out going north across 380. Has TXDT considered using this Ridge Rd north artery instead of building the bypass in close proximity to this newly constructed road? Please consider the less expensive and less disruptive route Segment B or look for another completely different option.

Diane Reynolds  
7416 Ardmore St  
McKinney TX 75071

Sent from my iPhone 11

**From:** [REDACTED]  
**Sent:** Tuesday, March 14, 2023 1:24 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Dianna Porter  
Stonebridge Ranch McKinney resident and local business supporter

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:00 AM  
**To:** Dillon [REDACTED]  
**Subject:** RE: Segment B over Segment A - U.S. 380 Bypass - McKinney, TX Homeowner Comments

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Dillon [REDACTED]  
**Sent:** Saturday, February 25, 2023 1:12 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Segment B over Segment A - U.S. 380 Bypass - McKinney, TX Homeowner 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.

Dear Mr. Endres,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

**Reasons to consider OPPOSING Segment A:**

- Costs taxpayers \$98.8 million more
- Impacts 57% more natural wetlands & wildlife



- Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

**Reasons to SUPPORT Segment B:**

- Requires 73% fewer business and residential displacements
- Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road
- 14% shorter, saving time and money

Thank you for your consideration,

Dillon Mitchell

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A Texas Department of Transportation message



From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Monday, March 6, 2023 1:17 PM  
To: DJ Mechler [REDACTED]  
Subject: RE: 380 Bypass NE McKinney: Oppose C, Support D 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: DJ Mechler [REDACTED]  
Sent: Monday, March 6, 2023 12:11 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass NE McKinney: Oppose C, Support D 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.

Why?

- C severely damages one of the largest remaining forests in central Collin County.
- C destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- C disturbs the wetlands that serve as a refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- C eliminates a large area of suitable habitat for endangered/threatened species.
- C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).
- C divides residential and farming/ranching communities.
- C affects and displaces significantly more homes, businesses, and community resources.
- C has worse traffic performance (lower traffic capacity, slower travel speeds, and more elevation changes).

Please oppose Segment C and make Segment D the preferred route.  
Thank you.

**From:** DELOU DOUTHITT [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:49 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Dolisa Douthitt

**From:** [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:54 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. My property value is ALREADY being negatively impacted and once construction begins it will be SEVERLY impacted. Did TxDot even consider the economic impact on homeowners within half a mile of Segment A?

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

The choice of Segment A strongly suggests inappropriate influence by pro-Prosper sources. We have yet to hear any rational and transparent explanation for this choice.

Sincerely,

Don DeBoer

**From:** Don Hooton [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:44 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Don Hooton  
7713 Thistledown Dr.  
McKinney, TX 75071

**From:** Don Maher [REDACTED]  
**Sent:** Sunday, March 26, 2023 4:13 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Don Maher  
5213 Turnbridge Ct  
McKinney Tx 75072

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Tuesday, January 24, 2023 8:50 A CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –  
To: D Silv [REDACTED] Public Hearing Individual Comments (Emails, Letters, Comment Forms)  
Subject: RE: Quick 380 Bypass questions

1. 7405 Continental Dr, McKinney 1.6 miles
2. 3701 Texas Dall Court, McKinney approximately 0.52 miles

-----Original Message-----

From: D Silv [REDACTED]  
Sent: Monday, January 23, 2023 9:46 AM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Quick 380 Bypass questions

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,

Can you tell me under the proposed plan approximately how many feet away would the bypass be to:

1. 7405 Continental Dr, McKinney
2. 3701 Texas Dall Court, McKinney approximately

Also, if there's a detailed map showing this, that would be helpful, too.

Thanks,

Don

To: Stephen Endres, TXDOT

February 28, 2023

**NO TO ROUTE “A” OF 380 PROJECT**

As both a resident of Stonebridge Ranch and a Realtor, I **do not** support the preferred route “A” for the following reasons:

1. **NOISE:** TXDOT’s noise study is flawed in multiple assumptions. As a P.E. who has managed similar projects points out, once completed, current & distant home owners WILL experience an increase in noise levels from the elevated bridges with low walls & increased traffic speeds.
2. **HOME VALUES:** Thousands of north Texas Realtors calculate property values daily via competitive pricing analysis. It is A FACT that close proximity to busy highways lowers property selling prices & reduces the number of prospective buyers. The projected duration of the TXDOT 380 route “A” will negatively impact property values FOR YEARS.
3. **CONSTRUCTION:** The dirt generated by a project of this size & duration historically produces significant dust on surrounding properties. Traffic flow becomes bumper-to-bumper as the current TXDOT Denton to Collin County line project does.
4. **CONFLICT OF INTERESTS:** Developers heavily invested in their own current & future Parker development projects publicly supported the PAC that rallied Parker & surrounding “Commentors” This is in direct violation of the State of Texas ergo TXDOT’s operating protocol.
5. **COST:** The \$100,000,000+ (& historically more) is hardly justified by TXDOT’s flawed sales pitch

Donald L. Stopfel & Lisa Stopfel  
6820 Thorntree Drive  
Mckinney, TX 75072



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, March 3, 2023 2:06 PM  
**To:** Don Stopfel [REDACTED]  
**Cc:** Lisa Stopfel, Email Only [REDACTED]  
**Subject:** RE: Attached 380 Comments re: A route

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Don Stopfel [REDACTED]  
**Sent:** Wednesday, March 1, 2023 11:56 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Lisa Stopfel, Email Only [REDACTED]  
**Subject:** Attached 380 Comments re: A route

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,  
Please include our comments (in the attached document) on the US 380 Project

--

Best Regards,

*Don*

Don Stopfel, SRES, CRLS  
REALTOR TX#0635061

Ph/Txt 214.213.0600  
[REDACTED]

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:18 AM  
**To:** DONALD MARTINEZ [REDACTED]  
**Subject:** RE: No to segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** DONALD MARTINEZ [REDACTED]  
**Sent:** Saturday, March 4, 2023 6:21 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** No to segment A

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.

Stephen,

I am writing in opposition of segment A. Option B continues to be a better option, less expensive and less north/south versus A. B also impacts less established neighborhoods versus A.

The overpass at Stonebridge Drive is such a significant impact to North Texas' largest master planned community they has been here for over 30 years. The argument that B is impacting neighborhoods is laughable considering those neighborhoods are not even built, yet alone not established for 30 years. I

I also do not understand why Prosper is treated differently with the layout from Coit to Custer. From the flyovers, it appears that the road is much smaller and less impactful in that section. Why cannot it not be that way through Custer? A better solution for Stonebridge Drive must be engineered if A ends up being the option. Again, I strongly oppose option A as a resident of Stonebridge Ranch.

**From:** Donna Tarallo [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:30 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Donna Tarallo  
2608 White Owl Dr.  
McKinney, TX

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:48 AM  
**To:** Doug Dodson [REDACTED]  
**Subject:** RE: 380 Bypass - NO TO SEGMENT A!

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Doug Dodson [REDACTED]  
**Sent:** Monday, February 27, 2023 5:20 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass - NO TO SEGMENT A!

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 - I dont understand at all the merits of choosing a more expensive option that disrupt more businesses and homes. WHY SEGMENT B VERSUS SEGMENT A?

I've attended two different public hearings and i just don't get it.

As a resident of Stonebridge Ranch, with my home about ,2 miles from the current intersection of 380 and Stonebridge Drive, I cannot express how much I oppose the SEGMENT B option.

The McKinney City Council and the Stonebridge Rancg HOA feel the same.

Won't you reconsider your recommendation?

Thank you

Mr. Endres,

As one of the elderly residents of Tucker Hill, I have written to you several times regarding my opposition to Option A for the ByPass. Below is a more eloquent and substantiated numerous reasons why this is a bad idea. Our community has worked tirelessly trying to get our concerns heard that would result in a different choice. Below consists of the documented reasons why it is not too late to reconsider your decision. I sincerely hope it helps sway you to our side.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

The facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.

- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of

the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.



### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing

miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

## NEPA

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

### Induced Demand

1. RMI SHIFT Calculator
2. RMI\_SHIFT (STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL) CALCULATOR\_About the methodology
3. American Economic Review\_2011\_The Fundamental Law of Road Congestion: Evidence from US Cities
4. California EPA Air Resources Board\_2014\_Policy Brief\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions
5. UC Davis\_2015\_Policy Brief\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

### Case Studies & TxDOT Publications

1. Air Alliance Houston\_2019\_Health Impact Assessment of the North Houston Highway Improvement Project
2. Air Alliance Houston\_2022\_Why are we still building highways?
3. TxDOT\_2023\_I-35 Central DEIS
4. TxDOT\_2023\_I-35 Central DEIS Appendix P Air Quality
5. TxDOT\_2023\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change
6. Thomson Reuters Foundation\_2022\_In 'world's most polluted city', Indian workers unaware of toxic air
7. Reuters\_2021\_Pollution likely to cut 9 years of life expectancy of 40% of Indians
8. The Guardian\_2022\_‘It’s just more and more lanes’ the Texan revolt against giant new Highways

9. The New York Times\_2022\_Can Portland Be a Climate Leader Without Reducing Driving?
10. TxDOT\_2023\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023
11. TxDOT\_2018\_Technical Report\_Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment

#### Tailpipe Emissions vs. Tire Friction Pollution

1. The Guardian\_2022\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show
2. Jalopnik\_2022\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought

#### Congestion vs. Idling Emissions

1. City Observatory\_2017\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions
2. Transportation Research\_2012\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies

#### Policy vs. Behavior Changes

1. Transportation Research Interdisciplinary Perspectives\_2023\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions

#### Effects on Human Health

1. The Guardian\_2019\_Revealed: air pollution may be damaging ‘every organ in the body’
2. Chest\_2019\_Air Pollution and Noncommunicable Diseases
3. PNAS\_2018\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter
4. Environmental Pollution\_2008\_Human health effects of air pollution
5. Environmental Health Perspectives\_2007\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project
6. Respiratory Medicine\_2015\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens
7. American Journal of Physiology\_2008\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction
8. Environmental Health Perspectives\_2016\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children’s Health Study
9. Environmental Health Perspectives\_2010\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School
10. Environmental Pollution\_2017\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants
11. Environmental Health Perspectives\_2009\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California
12. Obesity\_2016\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study

13. Environmental Health Perspectives\_2006\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas
14. The Guardian\_2019\_Air pollution deaths are double previous estimates, finds research
15. European Heart Journal\_2019\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions
16. The Guardian\_2019\_Air pollution 'as bad as smoking in increasing risk of miscarriage'
17. Fertility and Sterility\_2019\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study
18. Fertility and Sterility\_2018\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study
19. The Guardian\_2018\_Air pollution particles found in mothers' placentas
20. The Guardian\_2018\_Air pollution causes 'huge' reduction in intelligence, study reveals
21. PNAS\_2018\_The impact of exposure to air pollution on cognitive performance
22. The Guardian\_2017\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors
23. BMJ\_2017\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study
24. The Guardian\_2017\_Global pollution kills 9m a year and threatens 'survival of human societies'
25. The Guardian\_2018\_Diesel pollution stunts children's lung growth, major study shows
26. The Lancet\_2019\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study
27. The Guardian\_2017\_How conniving carmakers caused the diesel air pollution crisis
28. The Guardian\_2018\_Childhood obesity linked to air pollution from vehicles
29. Environmental Health\_2018\_Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index
30. Preventive Medicine\_2010\_Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years
31. The Guardian\_2016\_Air pollution linked to increased mental illness in children
32. BMJ\_2016\_Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents
33. The Guardian\_2018\_Air pollution: everything you should know about a public health emergency
34. The Guardian\_2017\_Electric cars are not the answer to air pollution, says top UK Adviser
35. The New York Times\_2022\_Enough About Climate Change. Air Pollution Is Killing Us Now.
36. Air Alliance Houston\_No Safe Level of Transportation Emissions
37. Elsevier\_2017\_Increased air pollution cuts victims' lifespan by a decade, costing billions
38. Harvard\_2016\_Air pollution below EPA standards linked with higher death rates
39. Environmental Health Perspectives\_2016\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study
40. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Video
41. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Slides

42. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_HBW Notes.docx
43. University of British Columbia\_2023\_Traffic pollution impairs brain function
44. Environmental Health\_2023\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study
45. Dezeen\_2023\_MIT study finds huge carbon cost to self-driving cars
46. Journal of the American Heart Association\_2022\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions
47. American Lung Association\_2022\_Living Near Highways and Air Pollution
48. Environmental Health Perspectives\_2011\_Traffic-related air pollution and cognitive function in a cohort of older men
49. The Lancet\_2017\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study
50. Environmental Health Perspectives\_2008\_Association between traffic-related black carbon exposure and lung function among urban women
51. The New England Journal of Medicine\_2004\_Exposure to Traffic and the Onset of Myocardial Infarction
52. The Lancet\_2002\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study
53. American Journal of Respiratory and Critical Care Medicine\_2010\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\_A Cohort Study
54. The Urban Institute\_2022\_The Polluted Life Near the Highway

#### Expert Publications & Guidelines

1. Planetizen\_2022\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says
2. IPCC\_2022\_Chapter 8 Transport
3. WHO\_2021\_Global Air Quality Guidelines
4. USPIRG\_2021\_Transform Transportation\_Strategies For A Healthier Future
5. The World Bank and IHME\_2016\_The Cost of Air Pollution
6. Transportation for America\_Driving Down Emissions

#### Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment
2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards

5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review
8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles
19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean
23. The Guardian 2016 Why electric cars are only as clean as their power supply
24. Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment
25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.

#### VOCs/ PM2.5/ Greenhouse Gases

1. World Health Organization 2019 Exposure to benzene: a major public health concern
2. American Lung Association 2022 Volatile Organic Compounds
3. National Cancer Institute 2022 Benzene
4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.



5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles
8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM<sub>2.5</sub>): The culprit for chronic lung diseases in China.
16. Journal of Thoracic Disease 2016 The impact of PM<sub>2.5</sub> on the human respiratory system
17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
19. CDC 2022 Climate Effects on Health.
20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System
2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

#### Resources

1. TxDOT 2022 DEIS

Mr. Endres,

As one of the elderly residents of Tucker Hill, I have written to you several times regarding my opposition to Option A for the ByPass. Below is a more eloquent and substantiated numerous reasons why this is a bad idea. Our community has worked tirelessly trying to get our concerns heard that would result in a different choice. Below consists of the documented reasons why it is not too late to reconsider your decision. I sincerely hope it helps sway you to our side.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

The facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.

- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of

the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing

miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

## NEPA

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

### Induced Demand

1. RMI SHIFT Calculator
2. RMI\_SHIFT (STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL) CALCULATOR\_About the methodology
3. American Economic Review\_2011\_The Fundamental Law of Road Congestion: Evidence from US Cities
4. California EPA Air Resources Board\_2014\_Policy Brief\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions
5. UC Davis\_2015\_Policy Brief\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

### Case Studies & TxDOT Publications

1. Air Alliance Houston\_2019\_Health Impact Assessment of the North Houston Highway Improvement Project
2. Air Alliance Houston\_2022\_Why are we still building highways?
3. TxDOT\_2023\_I-35 Central DEIS
4. TxDOT\_2023\_I-35 Central DEIS Appendix P Air Quality
5. TxDOT\_2023\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change
6. Thomson Reuters Foundation\_2022\_In 'world's most polluted city', Indian workers unaware of toxic air
7. Reuters\_2021\_Pollution likely to cut 9 years of life expectancy of 40% of Indians
8. The Guardian\_2022\_‘It’s just more and more lanes’ the Texan revolt against giant new Highways



9. The New York Times\_2022\_Can Portland Be a Climate Leader Without Reducing Driving?
10. TxDOT\_2023\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023
11. TxDOT\_2018\_Technical Report\_Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment

#### Tailpipe Emissions vs. Tire Friction Pollution

1. The Guardian\_2022\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show
2. Jalopnik\_2022\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought

#### Congestion vs. Idling Emissions

1. City Observatory\_2017\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions
2. Transportation Research\_2012\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies

#### Policy vs. Behavior Changes

1. Transportation Research Interdisciplinary Perspectives\_2023\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions

#### Effects on Human Health

1. The Guardian\_2019\_Revealed: air pollution may be damaging ‘every organ in the body’
2. Chest\_2019\_Air Pollution and Noncommunicable Diseases
3. PNAS\_2018\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter
4. Environmental Pollution\_2008\_Human health effects of air pollution
5. Environmental Health Perspectives\_2007\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project
6. Respiratory Medicine\_2015\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens
7. American Journal of Physiology\_2008\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction
8. Environmental Health Perspectives\_2016\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children’s Health Study
9. Environmental Health Perspectives\_2010\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School
10. Environmental Pollution\_2017\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants
11. Environmental Health Perspectives\_2009\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California
12. Obesity\_2016\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study

13. Environmental Health Perspectives\_2006\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas
14. The Guardian\_2019\_Air pollution deaths are double previous estimates, finds research
15. European Heart Journal\_2019\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions
16. The Guardian\_2019\_Air pollution 'as bad as smoking in increasing risk of miscarriage'
17. Fertility and Sterility\_2019\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study
18. Fertility and Sterility\_2018\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study
19. The Guardian\_2018\_Air pollution particles found in mothers' placentas
20. The Guardian\_2018\_Air pollution causes 'huge' reduction in intelligence, study reveals
21. PNAS\_2018\_The impact of exposure to air pollution on cognitive performance
22. The Guardian\_2017\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors
23. BMJ\_2017\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study
24. The Guardian\_2017\_Global pollution kills 9m a year and threatens 'survival of human societies'
25. The Guardian\_2018\_Diesel pollution stunts children's lung growth, major study shows
26. The Lancet\_2019\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study
27. The Guardian\_2017\_How conniving carmakers caused the diesel air pollution crisis
28. The Guardian\_2018\_Childhood obesity linked to air pollution from vehicles
29. Environmental Health\_2018\_Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index
30. Preventive Medicine\_2010\_Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years
31. The Guardian\_2016\_Air pollution linked to increased mental illness in children
32. BMJ\_2016\_Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents
33. The Guardian\_2018\_Air pollution: everything you should know about a public health emergency
34. The Guardian\_2017\_Electric cars are not the answer to air pollution, says top UK Adviser
35. The New York Times\_2022\_Enough About Climate Change. Air Pollution Is Killing Us Now.
36. Air Alliance Houston\_No Safe Level of Transportation Emissions
37. Elsevier\_2017\_Increased air pollution cuts victims' lifespan by a decade, costing billions
38. Harvard\_2016\_Air pollution below EPA standards linked with higher death rates
39. Environmental Health Perspectives\_2016\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study
40. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Video
41. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Slides

42. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_HBW Notes.docx
43. University of British Columbia\_2023\_Traffic pollution impairs brain function
44. Environmental Health\_2023\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study
45. Dezeen\_2023\_MIT study finds huge carbon cost to self-driving cars
46. Journal of the American Heart Association\_2022\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions
47. American Lung Association\_2022\_Living Near Highways and Air Pollution
48. Environmental Health Perspectives\_2011\_Traffic-related air pollution and cognitive function in a cohort of older men
49. The Lancet\_2017\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study
50. Environmental Health Perspectives\_2008\_Association between traffic-related black carbon exposure and lung function among urban women
51. The New England Journal of Medicine\_2004\_Exposure to Traffic and the Onset of Myocardial Infarction
52. The Lancet\_2002\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study
53. American Journal of Respiratory and Critical Care Medicine\_2010\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\_A Cohort Study
54. The Urban Institute\_2022\_The Polluted Life Near the Highway

#### Expert Publications & Guidelines

1. Planetizen\_2022\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says
2. IPCC\_2022\_Chapter 8 Transport
3. WHO\_2021\_Global Air Quality Guidelines
4. USPIRG\_2021\_Transform Transportation\_Strategies For A Healthier Future
5. The World Bank and IHME\_2016\_The Cost of Air Pollution
6. Transportation for America\_Driving Down Emissions

#### Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment
2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards

5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review
8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles
19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean
23. The Guardian 2016 Why electric cars are only as clean as their power supply
24. Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment
25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.

#### VOCs/ PM2.5/ Greenhouse Gases

1. World Health Organization 2019 Exposure to benzene: a major public health concern
2. American Lung Association 2022 Volatile Organic Compounds
3. National Cancer Institute 2022 Benzene
4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.

5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles
8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM<sub>2.5</sub>): The culprit for chronic lung diseases in China.
16. Journal of Thoracic Disease 2016 The impact of PM<sub>2.5</sub> on the human respiratory system
17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
19. CDC 2022 Climate Effects on Health.
20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System
2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

#### Resources

1. TxDOT 2022 DEIS

**Attachments:** [Tucker Hill 380 TXDOT responses.docx](#)

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**From:** Ed Gistaro [REDACTED]  
**Sent:** Thursday, April 20, 2023 4:47 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** Fwd: 380 ByPass

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.

Begin forwarded message:

**From:** Ed Gistaro [REDACTED]  
**Subject:** 380 ByPass  
**Date:** April 20, 2023 at 4:13:33 PM CDT  
**To:** [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)

**From:** Ed Smith [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Ed and Melody Smith  
1612 Fife Hills Drive  
McKinney, TX 75072

Sent from my iPad

**From:** Edward Sommer [REDACTED]  
**Sent:** Monday, April 17, 2023 10:22 AM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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.

200 million back into your budget. Goes a long way to make other improvements

Ed Sommer



**From:** Edward Siegel [REDACTED]  
**Sent:** Wednesday, March 15, 2023 8:29 AM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Edward Siegel

**From:** Edward Sommer [REDACTED]  
**Sent:** Thursday, March 16, 2023 4:28 PM  
**To:** Stephen Endres  
**Subject:** 380 extension

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.

It would appear that those with the loudest voices take precedence over common sense. Adding a route parallel to 380 as far as I 35 north of Denton will provide significant traffic relief for decades. Now 380 is used for local traffic and is the primary route East and West to the tollway and Denton.

The cost of fuel will move the big trucks to the freeway to avoid the stoplights. That alone would open up 380 because those trucks block traffic by running side by side holding up two or three lanes.

Residents of Prosper and West would most likely choose to add a few miles to their drive as it would be a faster drive to 75 on a new freeway with savings in fuel and emissions.

380 has a lot of businesses bringing revenue to the city. Disrupting those businesses will be a tax burden to the residents. A new road will provide opportunities for new businesses to surface and help with future tax needs.

Put yourself in the position of driving from 75 to the toll way. Given the choice of option A or driving a new freeway, which would you honestly choose? This is what we are all facing.

Main gate can and should be moved. This single obstacle is impeding the lives of 10's of thousand people for years to come.

I could probably write chapters on why route A is a poor choice but my single voice in a crowd of yelling people will go unnoticed.

I appreciate the opportunity to share a few of my opinions.

Warm Regards,  
Edward Sommer

Ed Sommer

**From:** Elaine Davis <[REDACTED]>  
**Sent:** Wednesday, March 8, 2023 8:55 AM  
**To:** Stephen Endres  
**Subject:** Please say no to Segment A

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:

I own a home in Stonebridge Ranch in McKinney, TX. I strongly **OPPOSE** the construction of **Segment A** for the US 380 Bypass from Coit Road to FM 1827. I understand TxDOT has an existing option, *Segment B*, that will *cost less, reduce the tax burden* on McKinney residents, *destroy fewer businesses and homes*, and *result in less overall disruption* to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to **implement Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Elaine Davis

**From:** [REDACTED]  
**Sent:** Monday, March 13, 2023 9:37 PM  
**To:** [REDACTED]  
**Subject:** Us 380 Bypass NE Mckinney(I oppose C route and support D)

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.

It looks like C will affect more homes and businesses than D. It also appears to be longer and affect more wildlife area.

I think that everyone has lost track on why this is being done.

I drive from Farmersville to McKinney at least 3 times a week. The biggest traffic problem is at New Hope road. Traffic is always backed up there. Neither of these routes fixes that problem.

The next biggest problem is getting thru Princeton. Princeton is growing rapidly, and the traffic is bad. If you started a route around Princeton near Princeton high school and bypass the C/D route completely, that would solve a lot of problems. I know you have plans to build a loop around Princeton. Why not combine them.

For the last few years, I have noticed all the road work around me. It appears that TXDot has forgotten who they work for.

TxDot rebuilt hwy 78 from Farmersville to hwy 121 recently. It is a great-smooth road. However, it is dangerous. For 10 miles, there are very few passing zones. The zones that are there are unusable. People make their own passing zones. That is a recipe for disaster. I know there have been wrecks. I don't know how many and how bad.

TxDot rebuilt 3 miles of FM2194 about 2 years ago. While they were building it, they ripped my home phone landline 2 times. That is my 911 line. It was out of service for at least 2 weeks. I am 86 years old. I cannot be without phone service. When I asked the person that took out my line if he cut my line, he said "Yes, and there is nothing you can do about it!". The owner of the crew did help speed up the fix but they all think that an individual problem is not anything they are going to be held accountable for with TxDot.

TxDot behaves as if it is in Washington DC from the way they support the citizens of this state.

Please do not forget why 380 workarounds are occurring and make some good, educated decisions.

Concerned Citizen

Eldon Patterson

972-784-7167



**From:** Elena Travassos [REDACTED]  
**Sent:** Friday, March 24, 2023 10:17 PM  
**To:** [REDACTED]  
**Subject:** 380 Bypass/ NE 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.

Dear Senator Paxton, Representative Leach and Mr Endres ,

I am a McKinney resident and I strongly oppose Segment C , and support Segment D as an alternative . Segment D affects a significantly lower amount of residential and business properties and prevents them from losing their homes and livelihood . Also , Segment D would allow our beautiful city of McKinney to keep more forests and woodlands , grasslands and prairies, and allow to preserve the natural habitat of different animals that make our city so unique .

City of McKinney 's official slogan is "Unique By Nature " . Me , my family and my neighbors would love to see McKinney continue to live by their principles .

Thank you for caring .

Best regards ,  
Elena Travassos  
McKinney resident .

Sent from my iPhone



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** Option "C" is disruptive to our work AND  
business. Option "D" is much better

There appears to be considerable lawn  
in other locations not as disruptive as "C"

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: ELI NUNLEY

Address: 81815 FM 2933

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: MCKINNEY TX 75071

**From:** Elizabeth Bloemer [REDACTED]  
**Sent:** Friday, February 17, 2023 9:16 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Re: US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

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.

Thank you, Stephen. My good friends, the Borchard Family, alerted me to this situation, and they are very concerned about its impact on their apiary. They have spent years developing it and helping others get started in beekeeping. I hope the Texas DOT will reconsider its plans in favor of one that doesn't hurt so many families, their homes and their livelihoods.

Cordially,  
Elizabeth "Erzsi" Bloemer

On Fri, Feb 17, 2023, 9:49 AM Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Elizabeth Bloemer [REDACTED]  
**Sent:** Thursday, February 16, 2023 2:20 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>



**Subject:** US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

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.

To Whom It May Concern:

As a frequent visitor to north Texas with many friends and family in the area, including in the area affected by the proposed bypass highway, I am very concerned about the impact of this expansion on my friends in McKinney. Please abandon Plan C. It will financially ruin too many people who cannot afford a catastrophic loss of the property values of their homes and land. Plan D will affect far fewer people and therefore make it more feasible to fairly compensate them for what they will lose in the values of their properties. Smart growth, first and foremost, must respect ownership of private property, one of our most basic freedoms in this country. Thank you for your consideration in this matter.

Sincerely,  
Elizabeth Bloemer  
Sterling, MA



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 17, 2023 8:50 AM  
**To:** Elizabeth Bloemer [REDACTED]  
**Subject:** RE: US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Elizabeth Bloemer [REDACTED]  
**Sent:** Thursday, February 16, 2023 2:20 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

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.

To Whom It May Concern:

As a frequent visitor to north Texas with many friends and family in the area, including in the area affected by the proposed bypass highway, I am very concerned about the impact of this expansion on my friends in McKinney. Please abandon Plan C. It will financially ruin too many people who cannot afford a catastrophic loss of the property values of their homes and land. Plan D will affect far fewer people and therefore make it more feasible to fairly compensate them for what they will lose in the values of their properties. Smart growth, first and foremost, must respect ownership of private property, one of our most basic freedoms in this country. Thank you for your consideration in this matter.

Sincerely,  
Elizabeth Bloemer  
Sterling, MA

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, January 23, 2023 8:37 AM  
**To:** Elizabeth Minchey [REDACTED]  
**Subject:** RE: Support of Segment D for the 380 Bypass

Your comments will be added to public hearing summary.

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**From:** Elizabeth Minchey [REDACTED]  
**Sent:** Sunday, January 22, 2023 6:36 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; [REDACTED]  
**Subject:** Support of Segment D for the 380 Bypass

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. Hale and Mr. Endres,

I am writing to you both in support of Segment D for the 380 Bypass. I am vehemently against Segment C, as it will have a negative impact on more community members and damage a precious natural habitat. I have lived at 1510 County Road 339 for 22 years, and I have watched Collin county experience rapid growth. It is our duty to protect the limited areas we have left that contain beneficial, diverse wildlife in our county. Growth is a wonderful and necessary part of life, but it must be done responsibly and with great care. Please consider **abandoning the proposal for Segment C and, instead, utilize the proposed Segment D.**

Sincerely,  
Elizabeth Minchey

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:45 PM  
**To:** Liz Mulroney [REDACTED]  
**Subject:** RE: Spur 399 Extension

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Liz Mulroney [REDACTED]  
**Sent:** Tuesday, February 28, 2023 12:05 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Spur 399 Extension

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,

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

Personally, Route C will destroy an area that I have known and loved as a long-time resident of Collin County. If Route C is imposed, we will lose access to community riding arenas, wooded trails, and outdoor pursuits.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

Please reconsider Route D as the more favorable option when planning the Spur 399 extension.

Warm regards,

Elizabeth Mulrone  
Teacher, Mother, Citizen  
Allen, Texas  
720-556-6888

---

A Texas Department of Transportation message



**From:** Betty Timmermann [REDACTED]  
**Sent:** Thursday, March 9, 2023 2:49 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Elizabeth Timmermann  
500 Rosebury Circle, McKinney

Sent from my iPhone

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:55 AM  
To: Ella Di [REDACTED]  
Subject: RE: OPPOSE the construction of Segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Ella Di [REDACTED]  
Sent: Sunday, February 26, 2023 1:54 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: OPPOSE the construction of Segment A

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C748243ceb0824325f7bf08db19a5b2a9%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131971668858208%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=qYR3TZGSgCK9VKnC19HvGQUU0fSB64rD6dpjBmBHbs%3D&reserved=0>>

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:57 AM  
To: Elle Walsh [REDACTED]  
Subject: RE: NO to Segment A, Yes to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Elle Walsh [REDACTED]  
Sent: Saturday, February 25, 2023 4:29 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: NO to Segment A, Yes to Segment B

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.

Comment: NO to Segment A, YES to Segment B

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

I just don't understand how a proposition that has been thoroughly argued against, destroys a ton of wild life habitats, as well as small businesses and disrupts homes could be picked as the best option. As an educated thinker it does not make any sense and makes me wonder if this was a political decision instead of a decision that has been researched to find the best course of action.

Again, as a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.



We are writing to you to express our opposition to segment “A” of the proposed 380 bypass since segment “B” would be the far more logical route to take. We have lived in Tucker Hill for 6 1/2 years. We live on the upper part of Tremont Blvd. closest to 380. We can see (and hear) the traffic from our driveway (approximately 200 ft. away). We purchased this home from Darling Company as it was the only one on the market in Tucker Hill at the time. We love this neighborhood for the unique architecture and the front porch presentation of each home. Hard to find that in most places of North Texas. Listed below are a few of the reasons we believe “A” is the poorest choice TxDot could make:

- Far more expensive from a land acquisition viewpoint, movement of utilities, building a below grade road requiring far greater engineering and material expenses, etc.
- Years of traffic disruption between Ridge Rd. and Custer with very few alternatives for the current flow of traffic. Segment “B” would not interfere with traffic on 380.
- Far greater environmental impact on this neighborhood as well as Stonebridge on the south side of 380. Tucker Hill would be surrounded on two sides of a major highway subjecting residents to a significant increase in noise and air pollution.
- Significant home devaluation particularly to the homes within 500 feet of the construction project. TxDot should be prepared to guarantee that the value of our homes would be made whole.

TxDot has sited one of the reasons “A” was chosen over “B” was that there was more opposition expressed to segment “B”. It’s unfortunate that the squeaky wheel theory was put into play to make this decision since “B” was so obviously the far better choice from all aspects involved. A therapeutic horse farm should not have decided the fate of the bypass as that entity would not have been as adversely affected as had been publicized.

We know, that at this point, we are far from the first bulldozer showing up on 380 and we, therefore, respectfully ask that you reconsider the choice of segment “A” as being the best alternative. Thank you for your consideration.

**From:** Harmony Horsemanship [REDACTED]  
**Sent:** Tuesday, March 14, 2023 4:04 PM  
**To:** Stephen Endres  
**Subject:** Change 380 bypass from route C to D

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

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

Personally, Route C will destroy an area that I have known and loved as a long-time resident of Collin County. If Route C is imposed, we will lose access to community riding arenas, wooded trails, and outdoor pursuits.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

Sincerely,

Emi Jabara

--

**Emi Jabara**

Natural Horsemanship Instructor

*"A horse doesn't care how much you know until he knows how much you care"*

[www.HarmonyHorsemanship.net](http://www.HarmonyHorsemanship.net)

**From:** Emily Morehead [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:06 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Emily Morehead

--

Emily Grace Morehead, MA, LPC

**From:** Emily McCutchen [REDACTED]  
**Sent:** Wednesday, March 15, 2023 11:11 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

Stephen,

As a concerned citizen of the area of discussion, I am completely "perplexed" as to this extension...an EIS has been completed, a DEIS has been created and according to process and protocols, as well as, precedence set in almost all "like projects", this one...for some reason continues.

I applaud you and all that have diligently worked on this, and I trust that ALL aspects considered have shown proof that the proper route for the Bypass, just East of Tucker Hill will prevail.

As has been studied and considered, the Parks and Recreation areas, School and Academic structures, amenities for the Disabled, existing housing for families and seniors, wildlife...all of the above have been "saved" based on the current position.

SEGMENT A is truly the proper path...

Thank you,

Emily McCutchen

**From:** Emily Blythe [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:15 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

All my best,  
Emily O'Brien  
McKinney, TX

**From:** Emily Selin [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:57 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Emily Selin  
1517 Landon Lane, McKinney, TX 75071

Sent from my iPhone



UNITED STATES

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –  
Public Hearing Individual Comments (Emails, Letters, Comment Forms)

1201 ELM STREET, SUITE 500  
DALLAS, TEXAS 75270-2102

April 10, 2023

Mr. Doug Booher  
Director of Environmental Affairs  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Re: EPA comment letter for the U.S. Highway 380 McKinney Draft EIS

Dear Mr. Booher:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the Texas Department of Transportation (TxDOT) Draft Environmental Impact Statement (EIS) (CEQ No. 20230007) for the U.S. Highway 380 McKinney (US 380) in Collin County, Texas. The Draft EIS was reviewed pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations (40 CFR Parts 1500 – 1508), and by our NEPA review authority under Section 309 of the Clean Air Act.

The US 380 project proposes to address population growth within the central portion of Collin County, primarily the City of McKinney, that has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and Farm to Market (FM) 1827 (New Hope Road), leading to increased congestion, reduced mobility, and higher crash rates along US 380 compared to other similar roadways in the region. We have provided the following detailed comments for your consideration.

We appreciate the opportunity to review the Draft EIS. If you have any questions on our recommendations, please contact Keith Hayden of my staff at (214) 665-2133 or by e-mail at [REDACTED]

Sincerely,

Houston,  
Robert

Digitally signed by  
Houston, Robert  
Date: 2023.04.10 16:32:36  
-05'00'

Robert Houston  
Staff Director  
Office of Communities, Tribes and  
Environmental Assessment

Enclosure

**DETAILED COMMENTS  
ON THE  
US 380 MCKINNEY  
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

**Environmental Justice and Community Engagement**

EPA recommends that community feedback is reflected in the decision-making process. Designing robust community engagement practices maximizes participation opportunities for communities that would be affected by the project, such as community-based workshops to facilitate discussion and issue resolution. Community-based workshops may also provide an opportunity to identify key issues and milestones for meaningful engagement in the NEPA process for the communities. Below are additional recommendations that will ensure robust community engagement:

- Provide early and frequent outreach and engagement opportunities to collect and incorporate community feedback throughout the NEPA process and to maintain maximum transparency.
- Ensure that meetings are scheduled at a time and location that is accessible for community participants, including scheduling meetings after work hours and on weekends as appropriate.
- Provide ample notice of meetings and commenting opportunities so that community members have sufficient time to prepare and participate.
- Promote engagement opportunities within appropriate outlets used by affected communities, such as newspapers, radio, and social media.
- Ensure that all project-related information is conveyed using plain language so that community members of varied reading proficiencies can readily understand the project-related information.
- Continue to share project information with the public in Spanish and Vietnamese, as needed.

**Noise**

The proposed alternatives have noise sensitive receptors (NSR's) and barriers are proposed to mitigate noise impacts to some of the NSR's. Other NSR's will not receive noise mitigation due to cost or feasibility. EPA recommends TxDOT continue to explore potential noise mitigation solutions to reduce impacts to affected NSR's. Also, ensure that NSR's understand the scope of the issue and discuss any potential solutions with them. While noise impacts may not be fully mitigated due to cost, a reduction of noise effects might be feasible, and would be better than no mitigation at all.



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:36 PM  
**To:** Eric [REDACTED]  
**Subject:** RE: US380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Eric [REDACTED]  
**Sent:** Friday, February 24, 2023 9:07 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380 Bypass

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 Evening,

As a McKinney Resident, I am hoping for your support. While I understand there are strong feelings in both directions, I am asking for you to say NO to Segment A, YES to Segment B

I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

After a lot of research and thought, I cannot wrap my mind around Option A being a better option. I live a few miles from the proposed route. This is not directly impacting my home, but it will impact the community. I will appreciate the easier access, but Option A doesn't make sense in comparison to Option B.

Eric Breznicky

---

A Texas Department of Transportation message



**From:** Erica Jones [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:02 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Erica Jones

Sent from my iPhone

As a McKinney resident, I find that TXDOT's recommendation of Segment A over Segment B ignores the findings of the environmental study, applies criteria to support this decision inconsistently, is fiscally irresponsible to the taxpayers and places an unsupportable financial burden on the City of McKinney and its taxpayers.

**Findings of the Environmental Impact Study should have led to selection of Segment B.**

- No businesses displaced, rather than 15 current businesses displaced in Segment A.
- 2 rather than 7 major utility conflicts in Segment A
- No hazardous material sites impacted, rather than 2 in Segment A.
- Nearly twice the impact to rivers and streams; ½ mile vs. 1 mile
- Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years.

**Segment B saves over \$150 million dollars for Collin County Taxpayers vs. Segment A**

- \$153M in right of way costs, rather than \$198M in Segment A.
- \$25M in utility relocation costs, rather than \$75 in Segment A.
- \$588M in design and construction costs rather than \$608M in Segment A.
- \$40M savings in utility relocation for the City of McKinney.

**TXDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted.**

- The design updates to Segment B have fully mitigated any impact to ManeGait
- TXDOT has received a copy of a study from Shea Center & Dreamcatchers, California service ranch with a similar project that impacted their area which found there was minimal impact.
- TXDOT has said that Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act"

**Priority has not been given to safety and the increased risk of fatal accidents**

- Segment A contains two 90 degree turns with a change of grade which will present a greater risk of fatal accidents.
- TXDOT did not reveal the comparison between fatality analysis for Segment A & B

**Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns.**

- According to TXDOT, 26,000 work zone crashes in 2021 resulted in 244 deaths.
- The extended construction time required to regrade the existing road bed will increase the disruption to existing traffic for several years of construction.

**Criteria used to support Segment selection was not applied consistently. The criteria applied to recommend Segment C, would conclude Segment B is the preferred option.**

- C vs. D was compared based on objective cost data
- A vs. B comparison featured subjective measures, such as counting the number of comments submitted vs. objective facts

**The current TXDOT budget and plans do not include the mitigation measures necessary to address the impact of increased environmental and noise pollution, as well as concerning traffic hazards, for the current McKinney neighborhoods impacted by Segment A. In addition to the depressed roadway:**

- A sound wall across the full length of Tucker Hill property fronting 380 consistent with the character of the entry being removed and providing privacy from cut thru traffic.
- The extension of Stonebridge Drive and new entrance on Townsend Boulevard for Tucker Hill residents in the character of the current entrance at Tremont Boulevard.



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** It appears that Segments A and B are ranked very closely, but feature a substantial difference that was not considered during the comparison of alternatives. Segment B could be built east-to-west, with minimal impact to U.S. 380 traffic during construction. By comparison, Segment A would necessitate substantially more traffic interruption over a longer period of time, by requiring the tear-down of three times as much existing roadway.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: ERIK BOUNGARTEN

Address: 2712 MAJESTIC

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: MCKINNEY, TX 75071

**From:** Erik Baumgarten [REDACTED]  
**Sent:** Monday, April 3, 2023 8:53 AM  
**To:** Stephen Endres; Ceason Clemens  
**Subject:** U.S. 380 bypass in McKinney  
**Attachments:** [Tucker Hill- 380 Bypass Comments.pdf](#)

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.

Please see attached my comments on the U.S. 380 bypass through McKinney. In particular, I am concerned that the EIS does not account for the sound impact of the elevated roadway portion that crosses Wilson Creek within a short distance of several neighborhoods, and that the ambiguity on the location of the turn north (i.e., "shifted" Segment A) mean that the true comparative impact has not been assessed.

I am strongly opposed to Segment A and favor Segment B, which is a lower impact, more direct, and less expensive alternative.

Erik Baumgarten  
2712 Majestic Ave  
McKinney, TX

**From:** Erik Gamborg [REDACTED]  
**Sent:** Tuesday, April 4, 2023 9:07 AM  
**To:** Stephen Endres  
**Subject:** Re: 380 bypass comment

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 sincerely hope you will consider how this will affect those who live in the Timberridge community. The option that would run parallel to Ridge Road will be less than a 1/4 mile from our neighborhood. Unfortunately, it is merely the lesser of two evils because the option that would go through Prosper would take out some of our homes, with mine likely included. If the option that runs parallel to Ridge Road ends up happening, there are no provisions for any sound barriers. Having lived close to a freeway before, sound barriers are vital to adjacent neighborhoods. Even with sound barriers, there is significant noise in the neighborhoods, so I can only imagine what the noise would be like without them.

Overall, though, the best option isn't even being discussed, which is to make roads like Wilmeth and Bloomdale four-lane roads all the way across, and then turn the Outer Loop into the alternate to the 380 bypass, connecting it between the Dallas North Tollway and Hwy 75. As residential communities are growing more and more in McKinney, the current 380 bypass options are needlessly overbearing and will destroy too many homes and businesses.

Thank you for your time. I understand that these decisions are difficult, but I sincerely hope you will consider how these options will affect these newer communities, with families who are just beginning to lay down roots in the community.

Regards,  
Erik Gamborg

On Tue, Apr 4, 2023 at 8:30 AM Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

TxDOT will extend the US 380 EIS public comment period another 15 days to April 20, 2023.

This is to help accommodate the public in reviewing and commenting on the information provided at the public hearing.

TxDOT will not be holding meetings concerning the project during the public comment period in an effort to ensure that all parties have the same information and opportunity during the comment period.

TxDOT will continue to meet with local governments as well as residents once the public comment period has ended.

- The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.
- The public hearing was held on February 16th and 21st.
- The original comment period ended on March 21, 2023.
- TxDOT extended the comment period 15 days to April 5, 2023.
- TxDOT will extend public comment period another 15 days to April 20, 2023.

Sincerely,

**Stephen Endres**

Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 | [www.txdot.gov](http://www.txdot.gov)

---

**From:** Erik Gamborg [REDACTED]  
**Sent:** Tuesday, April 4, 2023 8:29 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 bypass comment



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 morning, Mr. Endres,

I am writing to request an additional extension of time to submit comments for the EIS as our lives, our homes, our health, and our safety will be potentially impacted daily by the actions of TxDOT. Our neighborhood leaders were waiting for a meeting with TxDOT engineers and experts to clarify some of our outstanding questions to help with our comments and after a month of waiting were told by TxDOT the meeting would no longer be an option. This has left us trying to sort out our study-related questions and hundreds of pages of analysis on our own over the past ten days. We have an outstanding list of questions regarding the noise and air pollution studies, mitigation, community impacts, traffic data, and the overall process. The city of McKinney has agreed to meet with our neighborhood leaders to help with our mitigation concerns, but that critical meeting, in order for us to submit proper comments, is pending a date that will likely not occur until after April 5.

Our comments over the past 7 years have largely been shaped by what we learn from the TxDOT engineers and experts. According to the NEPA process, we know that once the comments have been collected, those comments are what help to shape the next steps of the FEIS and ROD. While a meeting with TxDOT would still be our preference, if we are left to continue to sort this out independently, we need more time. We were only given notice that our questions would not be answered on March 20, 2023. As the regulation allows for a longer comment period if deemed necessary to ensure the public and other stakeholders have sufficient time to review and provide meaningful input on complex or contentious projects, I hope we as homeowners and taxpayers can be afforded this patience and grace as we aim to learn more, respond thoughtfully, and protect our families and communities.

Thank you.

Regards,  
Erik Gamborg  
Timberridge Community  
McKinney

--

Erik Gamborg  
(310) 990-0856

[www.erikgamborg.com](http://www.erikgamborg.com)

**From:** gene daunis <[REDACTED]>  
**Sent:** Tuesday, March 7, 2023 5:59 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards,  
Eugene Daunis  
1513 Hunters Creek Dr  
Mckinney, TX 75072

Sent from my T-Mobile 5G Device  
Get [Outlook for Android](#)

**From:** Fazila Siddiqi [REDACTED]  
**Sent:** Wednesday, March 15, 2023 10:16 AM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Fazilasiddiqi

Sent from my iPhone

**From:** Ficowley [REDACTED]  
**Sent:** Wednesday, March 8, 2023 7:56 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you  
Felipe Cowley  
Stonebridge Ranch Resident since 1996

From: Stephen Endres <Stephen.Endres@txdot.gov>

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –

Sent: Monday, February 20, 2023 8:57 AM

Public Hearing Individual Comments (Emails, Letters, Comment Forms)

To: Francisco Durá [REDACTED]

Subject: RE: Oppose to C

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Francisco Dur [REDACTED]

Sent: Friday, February 17, 2023 3:45 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: Oppose to C

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.

Hello,

I also support of Route D, which goes through the flood plain and disrupts 7 homes as opposed to the 29 homes on Route C.

This property is a community resource (Therapeutic riding, church and community riding and events etc).

Route C is affecting us in so many ways.

Please your consideration with this.

Thank you!

**From:** Francis Mccafferty [REDACTED]  
**Sent:** Thursday, March 9, 2023 1:20 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Frank McCafferty  
8100 Blue Hole Ct  
McKinney, TX 75070

**From:** Fred [REDACTED]  
**Sent:** Thursday, March 16, 2023 10:22 AM  
**To:** Stephen Endres  
**Subject:** NO 380 IN PROSPER

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.

Stephen,

USE SEGMENT A, TXDOT PREFERRED ALIGNMENT.

Are you in the pocket of the mayor of McKinney? I have personally been polite to you, but my patience is growing thin.

What happened, you didn't get the answer your master wanted the first 4 times you asked that question? You're still asking?

Understand TXDOT will never put a bypass in PROSPER. McKinney has fast tracked building permits for businesses on Segment A. That FACT will easily be proved in court.

Invoice McKinney for the new utility costs on Segment A. The corruption in McKinney's city council has earned it. They should have agreed to expanding 380 on 380. If TxDoT had engineers on staff, you would have advised McKinney of that fact.

Stay out of Prosper or see you in court.

Fred Costa  
260 Burnet Ct  
Prosper TX 75078



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** This is just today and every show. The decision to go with the "Blue" plan is already in motion.

The Plan is disruptive. Segment A was right around Tucker Hill development. Using the "Gold Plan" makes more use of under developed land and goes further out from residential areas.

A Freeway like By - Pass on West of Coit Rd so you can utilize more farmland so its less disruptive to residential area.

We oppose C segment as well. This whole thing is a political mess

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**  
Name: Antia Bailey  
Address: 7521 Eastwick Ave.  
Apartment, suite, etc.: \_\_\_\_\_  
City/State/Zip: McKinney TX 75071



**From:** Gail Wong [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:42 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Gail Peter Wong  
1808 Van Landingham  
Mckinney, TX 75071

**From:** Gary Metzler <[REDACTED]>  
**Sent:** Thursday, March 9, 2023 6:53 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Public Comment

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 Steven:

I am a resident of Tucker Hill and my family adamantly opposes the Segment A preference by TxDOT. The justification is faulty. In your early correspondence, it was clear that Segment B would cost less, was less distance and closed fewer businesses. Taking the alternative route NORTH of 380 farther west is the RIGHT way to proceed.

My home and family will suffer being burdened with this "Super Highway" on two sides. Loud, busy and dirty.

Main Gate was obviously the biggest advocate of Segment A, but you already conducted a thorough study that determined they would NOT be adversely impacted. I also have a special needs child living in Tucker Hill and this bypass should be shifted into the rural north Segment B.

What about our home values? We will be forced to leave this community. McKinney needs to stand up to TxDOT and Prosper and make this change!

Respectfully,

7512 Hanover Street  
Tucker Hill

Gary Metzler AIA  
Managing Director /Broker  
214-425-8125

Metzler Enterprises LLC  
Real Estate Solutions  
[REDACTED]  
[REDACTED]

**From:** Gary Sanders [REDACTED]  
**Sent:** Thursday, April 20, 2023 5:08 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass C & D

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.

Sent from my I Gary Sanders Protest and oppose the selection of route C 100% as it is massive destruction to everything important in my relationship with life.

I know it's a wrong decision as I have talked personally with over 2000 people and 100% of them preferred D minimal destruction NOT ONE PERSON AGREES WITH C! I eliminated all the dots on the map that are people and businesses that chose to be on a highway. When I then look at it I get SICK because so much destruction that is unnecessary to all that's important to life on route C on Route D nothing except for a small group of rental houses that can be replaced in any small community in Texas. Ranches are unique y'all have drawn through 6 ranches in 4/10

of mile when there is 2 miles of vacant land across the street, move it on the west side of Fm2933 where you won't destroy or disrupt the retirement ranches of senior citizens.. obviously I am not an engineer or an expert but I do know RIGHT FROM WRONG! I took a pledge in 1966 that I still carry: Conservation Pledge which says

I give my pledge as an American to save and faithfully to DEFEND from waste the natural resources of my country- it's soil and minerals, it's forest, waters and wildlife. I still live by that

My opinion is the decision that seems to be the choice of only TxDOT is THE MOST DESTRUCTIVE ROUTE THAT COULD BE CHOSEN. I won't post all the numbers of destruction and comparisons I know y'all probably have them memorized. I plead with you to do what is right. It's Gods Earth and our job to respect it just as our bodies.

PLEASE ALWAYS REMEMBER IT WAS THE BEST ENGINEERS THAT BUILT THE TITANIC!!!  
IT WAS THE COMMON MAN THAT BUILT NOAH'S ARK!!!!

Signed,

The common man  
Gary W. Sanders  
2500 FM 2933  
McKinney, Tx  
75071  
214-986-1537

**From:** Gary Williams [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:05 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

To whom it may concern,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Gary Williams

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:41 PM  
**To:** G B [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** G B [REDACTED] >  
**Sent:** Saturday, February 25, 2023 8:54 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., I **strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
George Bouhasin

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 10, 2023 8:17 AM  
**To:** George Mavros [REDACTED]  
**Subject:** RE: Public Comment Submission - US 380 From Coit Road to FM 1827 CSJs: 0135-02-065, 0135-03-053, 0135-15-002 Collin County, Texas

Your comments will be added to the public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** George Mavros [REDACTED]  
**Sent:** Thursday, February 9, 2023 5:21 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Public Comment Submission - US 380 From Coit Road to FM 1827 CSJs: 0135-02-065, 0135-03-053, 0135-15-002 Collin County, Texas

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.

**Public Comment Submission for:**  
US 380 From Coit Road to FM 1827  
CSJs: 0135-02-065, 0135-03-053, 0135-15-002  
Collin County, Texas

Name: George Mavros and Karina Olevsky  
Residence: 1013 Hoyt Drive, McKinney, TX 75071 (just north of proposed project)

Hi Mr. Endres,

Per the instructions on the TX DOT website regarding this project, kindly consider this email to constitute a Public Comment submission.

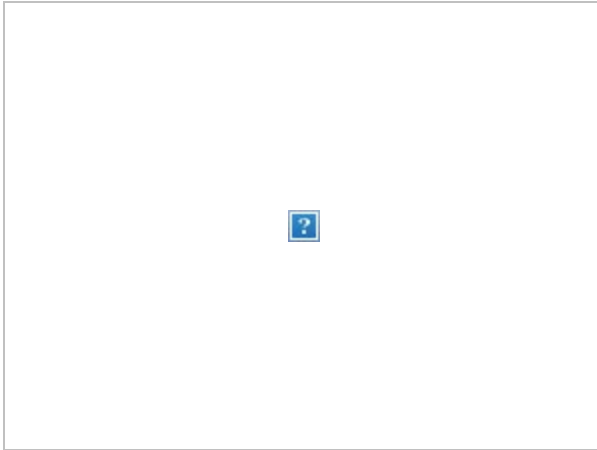
We would like to go on record supporting Segment D of the proposed plans and

opposing Segment C of the proposed plan.

Compared to Segment C, we believe Segment D will: disrupt less residents and businesses, preserve more of the natural forest and wildlife we enjoy seeing in the area, disturb less wetlands and would be better for traffic than Segment C.

Thank you. Please let us know if you require any additional information.  
Confirmation of receipt would be greatly appreciated.

George and Karina



**From:** Gerald Sweet [REDACTED]  
**Sent:** Wednesday, April 19, 2023 8:47 AM  
**To:** Stephen Endres  
**Subject:** 380 by-pass  
**Attachments:** 20223-04-17 US 380 Segement A Comments.pdf

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.

I am a resident of Stonebridge in McKinney, Tx. I am in full support of your proposed Segment B for the bypass on US 380. I am very opposed to segment A of the proposed 380 expansion.

B is at least \$150 million less than A and that is before the following possible additional expenses based on your presentation.

Cost could increase with the relocation of water lines in front of the McKinney water tanks.

There are two dams that A would bisect and from your presentation you currently don't know what issues or cost would be involved with them.

Depressing 380 in front of Tucker Hill might be more costly due to the higher water table (again bisecting the dams).

Once started there could be more potential problems with environmental cleanup on 2 business sites with the A route and none on the B route.

Option A displaces more current business and current residential than B. You talk about future residential developments that MAY BE be impacted with B but there are CURRENT residents of both Stonebridge and Tucker Hill that will be impacted. I have an autistic grandson that lives in Tucker Hill. Sounds are especially problematic. What sound studies have been done to limit the amount of noise? When were those studies done? Dates, Times, Weather conditions? Where were the sensors located?

B will not have an effect on Main Gait by your own research that you publicized in spring 2022. What factors changed your mind since you now say it will?

B does not go through the middle of Prosper and will leave intact at least 15 of their business.

Fully Support Segment B!



**From:** Gerene Gramlich [REDACTED]  
**Sent:** Tuesday, March 28, 2023 1:49 PM  
**To:** Stephen Endres  
**Cc:** [REDACTED]  
**Subject:** NO to Segment A

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.

Hi Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you for accepting input from area homeowners.

Regards,

Gerene Gramlich

3601 Rottino Drive

McKinney, TX 75070

**From:** Gina Fuller [REDACTED]  
**Sent:** Wednesday, March 22, 2023 11:45 AM  
**To:** Stephen Endres  
**Subject:** 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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Please listen to us! This option will ruin our community.

Gina Fuller

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

**Sent:** Wednesday, March 29, 2023 9:58 AM

**To:** [REDACTED]  
[REDACTED]

**Subject:** FW: 380

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**From:** Gina Fuller [REDACTED] >

**Sent:** Wednesday, March 29, 2023 9:56 AM

**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; [REDACTED]

**Subject:** Re: 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.

Great, thanks for the update. We appreciate you listening and reviewing all of our input! I appreciate all you do, but I have had a very difficult time understanding why TXDOT chose the much more expensive route which comes just east of Stonebridge Drive. How did Prosper win out? (Was it that their mayor had a bigger voice? Bill Darling? I don't know?) Does the state always choose the most expensive option? I don't think so. I am very frustrated with the elected leaders in McKinney. This route will destroy Stonebridge, Tucker Hill and all the other businesses along this route. I also have a difficult time understanding why Segment C was selected over Segment D since C impacts more homes. I think our Mayor has sold out all the citizens of McKinney to achieve his agenda for the airport and his other developments. *"They made the decision, so now we're trying to figure out how best to move forward."* George Fuller.

Will you please explain this to me and the other citizens who are going to be impacted by our mayor's weak response?

Gina Fuller

On Fri, Mar 24, 2023 at 9:41 AM Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

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**From:** Gina Fuller [REDACTED] >  
**Sent:** Wednesday, March 22, 2023 11:45 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Please listen to us! This option will ruin our community.

Gina Fuller

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, March 3, 2023 1:43 PM  
**To:** Girlie Candela [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Girlie Candela [REDACTED]  
**Sent:** Wednesday, March 1, 2023 11:39 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Girlie Candela

**From:** Glenn Goodwin [REDACTED]  
**Sent:** Wednesday, April 19, 2023 11:11 PM  
**To:** Stephen Endres  
**Cc:** Cynthia Goodwin  
**Subject:** Impact of US 380 Bypass Decision  
**Attachments:** Tucker Hill 380 TXDOT responses.docx

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 am writing to you on my and my wife's behalf to express our extreme disagreement and displeasure with TXDOT's preliminary decision to choose Option A as the preferred route for a proposed bypass of Highway 380. We have attached a very thorough response prepared by one of our neighbors, and we agree with everything said in that letter. We will not belabor the point by repeating everything said therein, but direct you to its contents as an accurate description of our position on TXDOT's preliminary decision. Instead, we will merely mention a couple of points that were either missed in that letter or not highlighted enough to convey our true feelings.

The first point is that we feel the preliminary decision, choosing Option A, is incredibly short-sighted and will do little to achieve the goal of limiting traffic on 380. I moved to McKinney in July 2010 for work, and my wife and I bought a lot in Tucker Hill that August to begin building the home in which we now live. We closed on the house and moved in around the beginning of April 2011. At that time, I was commuting west on 380 and south on the DNT to get to my workplace in Plano. Once I got beyond the Walmart on Custer and 380, there was very little development all the way to the DNT. I saw fields on both sides of the road, covered with hay bales and a morning mist. We both know how much of that land is now developed; there is barely a field left. The same holds true if one continues west of the DNT toward Denton.

With all that growth, there is no question that N. Texas needs a bypass north of 380. The problem with Option A for the bypass is that it won't accomplish what is needed. Development continues at a very fast pace between Tucker Hill and DNT and beyond. Within just a couple years, we'll have the PGA and Universal adding to congestion as well. So, building a bypass that travels south to meet 380 east of Tucker Hill is an exercise in futility. If TXDOT began the project today, it would be useless by the time it's finished. If it begins construction in a few years as is contemplated, the bypass's use in decreasing 380 traffic will be like throwing a pebble in the ocean. In fact, TXDOT should not even be considering a bypass route that reconnects with 380 anywhere east of DNT. The more forward-thinking decision would be to have the northern bypass not turn south until it hits I-35 in Denton. Anything west of that will simply be too little, too late, and a tremendous waste of taxpayers' money.

The second point we wish to emphasize concerns the more recent idea of moving Option A even further west, but still east of Tucker Hill, ostensibly to allow more room for the development of a proposed apartment complex immediately east of Tucker Hill. Given what I've said above, it should be no surprise that we object to this idea as well. As noted in the attached letter, choosing Option A over Option B (or, more ideally, an even more westerly route) gives preference to future developments over existing residents in Tucker Hill, many of whom have lived here even longer than our 12+ years. That makes absolutely no sense. And to push Option A even closer to our neighborhood suffers from the same fault of logic and common sense; it gives preference to a developer and future short-term, transient apartment renters over existing long-term homeowners in Tucker Hill. How Option A has even been considered in the past is beyond me, and that's before one considers the many arguments, comments and questions contained in the attached letter regarding the cost and impact of Option A vs. Option B.

In short, my wife and I strongly object to TXDOT's preference for Option A, and we request that TXDOT reconsider that choice carefully before reaching a final decision. Thank you for your time and consideration of this request.

Sincerely,

Glenn R. Goodwin  
Cynthia L. Goodwin  
7101 Edgerton Way  
McKinney, TX 75071

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

The facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.



- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical

and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build

scenarios”. At that time, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT’s conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established

subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Induced Demand

1. RMI SHIFT Calculator
2. RMI\_SHIFT (STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL) CALCULATOR\_About the methodology
3. American Economic Review\_2011\_The Fundamental Law of Road Congestion: Evidence from US Cities
4. California EPA Air Resources Board\_2014\_Policy Brief\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions
5. UC Davis\_2015\_Policy Brief\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

Case Studies & TxDOT Publications

1. Air Alliance Houston\_2019\_Health Impact Assessment of the North Houston Highway Improvement Project
2. Air Alliance Houston\_2022\_Why are we still building highways?
3. TxDOT\_2023\_I-35 Central DEIS
4. TxDOT\_2023\_I-35 Central DEIS Appendix P Air Quality
5. TxDOT\_2023\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change
6. Thomson Reuters Foundation\_2022\_In 'world's most polluted city', Indian workers unaware of toxic air
7. Reuters\_2021\_Pollution likely to cut 9 years of life expectancy of 40% of Indians
8. The Guardian\_2022\_‘It’s just more and more lanes’ the Texan revolt against giant new Highways
9. The New York Times\_2022\_Can Portland Be a Climate Leader Without Reducing Driving?
10. TxDOT\_2023\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023
11. TxDOT\_2018\_Technical Report\_Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment

#### Tailpipe Emissions vs. Tire Friction Pollution

1. The Guardian\_2022\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show
2. Jalopnik\_2022\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought

#### Congestion vs. Idling Emissions

1. City Observatory\_2017\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions
2. Transportation Research\_2012\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies

#### Policy vs. Behavior Changes

1. Transportation Research Interdisciplinary Perspectives\_2023\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions

#### Effects on Human Health

1. The Guardian\_2019\_Revealed: air pollution may be damaging 'every organ in the body'
2. Chest\_2019\_Air Pollution and Noncommunicable Diseases
3. PNAS\_2018\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter
4. Environmental Pollution\_2008\_Human health effects of air pollution
5. Environmental Health Perspectives\_2007\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project
6. Respiratory Medicine\_2015\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens
7. American Journal of Physiology\_2008\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction
8. Environmental Health Perspectives\_2016\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study
9. Environmental Health Perspectives\_2010\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School
10. Environmental Pollution\_2017\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants
11. Environmental Health Perspectives\_2009\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California
12. Obesity\_2016\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study
13. Environmental Health Perspectives\_2006\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas
14. The Guardian\_2019\_Air pollution deaths are double previous estimates, finds research
15. European Heart Journal\_2019\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions
16. The Guardian\_2019\_Air pollution 'as bad as smoking in increasing risk of miscarriage'

17. Fertility and Sterility\_2019\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study
18. Fertility and Sterility\_2018\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study
19. The Guardian\_2018\_Air pollution particles found in mothers' placentas
20. The Guardian\_2018\_Air pollution causes 'huge' reduction in intelligence, study reveals
21. PNAS\_2018\_The impact of exposure to air pollution on cognitive performance
22. The Guardian\_2017\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors
23. BMJ\_2017\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study
24. The Guardian\_2017\_Global pollution kills 9m a year and threatens 'survival of human societies'
25. The Guardian\_2018\_Diesel pollution stunts children's lung growth, major study shows
26. The Lancet\_2019\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study
27. The Guardian\_2017\_How conniving carmakers caused the diesel air pollution crisis
28. The Guardian\_2018\_Childhood obesity linked to air pollution from vehicles
29. Environmental Health\_2018\_Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index
30. Preventive Medicine\_2010\_Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years
31. The Guardian\_2016\_Air pollution linked to increased mental illness in children
32. BMJ\_2016\_Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents
33. The Guardian\_2018\_Air pollution: everything you should know about a public health emergency
34. The Guardian\_2017\_Electric cars are not the answer to air pollution, says top UK Adviser
35. The New York Times\_2022\_Enough About Climate Change. Air Pollution Is Killing Us Now.
36. Air Alliance Houston\_No Safe Level of Transportation Emissions
37. Elsevier\_2017\_Increased air pollution cuts victims' lifespan by a decade, costing billions
38. Harvard\_2016\_Air pollution below EPA standards linked with higher death rates
39. Environmental Health Perspectives\_2016\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study
40. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Video
41. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Slides
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43. University of British Columbia\_2023\_Traffic pollution impairs brain function
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45. Dezeen\_2023\_MIT study finds huge carbon cost to self-driving cars



46. Journal of the American Heart Association\_2022\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions
47. American Lung Association\_2022\_Living Near Highways and Air Pollution
48. Environmental Health Perspectives\_2011\_Traffic-related air pollution and cognitive function in a cohort of older men
49. The Lancet\_2017\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study
50. Environmental Health Perspectives\_2008\_Association between traffic-related black carbon exposure and lung function among urban women
51. The New England Journal of Medicine\_2004\_Exposure to Traffic and the Onset of Myocardial Infarction
52. The Lancet\_2002\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study
53. American Journal of Respiratory and Critical Care Medicine\_2010\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\_A Cohort Study
54. The Urban Institute\_2022\_The Polluted Life Near the Highway

#### Expert Publications & Guidelines

1. Planetizen\_2022\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says
2. IPCC\_2022\_Chapter 8 Transport
3. WHO\_2021\_Global Air Quality Guidelines
4. USPIRG\_2021\_Transform Transportation\_Strategies For A Healthier Future
5. The World Bank and IHME\_2016\_The Cost of Air Pollution
6. Transportation for America\_Driving Down Emissions

#### Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment
2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards
5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review

8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles
19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean
23. The Guardian 2016 Why electric cars are only as clean as their power supply
24. Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment
25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.

#### VOCs/ PM2.5/ Greenhouse Gases

1. World Health Organization 2019 Exposure to benzene: a major public health concern
2. American Lung Association 2022 Volatile Organic Compounds
3. National Cancer Institute 2022 Benzene
4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.
5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles

8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM2.5): The culprit for chronic lung diseases in China.
16. Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system
17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
19. CDC 2022 Climate Effects on Health.
20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System
2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

#### Resources

1. TxDOT 2022 DEIS

**From:** Glenna Lowe [REDACTED]  
**Sent:** Wednesday, March 8, 2023 11:04 PM  
**To:** Stephen Endres  
**Cc:** [REDACTED]  
**Subject:** 380 Bypass

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,

I am again reaching out to you regarding the 380 Bypass that is being proposed to go through a heavily populated and occupied area (by both residents and businesses) in McKinney. I **STRONGLY OPPOSE the Segment A option** (380 Bypass from Coit Road to FM 1827) and strongly support the Segment B option.

I have been a McKinney resident for over 30 years and the Segment A option will cause untold damages to the Stonebridge Ranch lifestyle, the Tucker Hill community and disrupt thousands of citizens throughout McKinney. I find the differences between Segment A and Segment B numerous.

- 1) Segment A will impact the citizens and businesses along 380 disproportionately compared to primarily open and less populated areas in Segment B.
  - a) Segment A destroys 27 businesses, 12 displacements and 2 homes currently.
  - b) Segment B destroys NO businesses, 7 displacements and 5 homes.
  
- 2) Segment B construction will cost less money and impact fewer residents, land owners and businesses.
  - a) Segment A acquisition cost is estimated to be \$69 million dollars higher than Segment B.
  - b) This is before cost overruns.
  
- 3) Segment B will reduce the tax burden on McKinney residents.
  - a) TxDOT is expecting the City of McKinney to pay \$120 million for right of way acquisitions.
  - b) This is an unplanned tax on the citizens of this City.
  - c) This amount will likely increase significantly due to the number of businesses and residents involved.

I realize there are some very influential "forces" that oppose the Segment B option, but the logical and economical option is Segment B. It is less costly and impacts NO businesses, fewer residents and land owners. I strongly urge you to implement Segment B as the preferred option for the 380 Bypass from Coit Road to FM 1827.

Thank you.

**From:** Graeme Peart [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:17 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

To whom it may concern:

I have added some of my own comments to an already terrific paper written by a group of my neighbors.

Objectively, EVERYTHING about this shift to Segment A over Segment B stinks. And I do mean feels and smells suspicious in its numerous oversights and bias.

In what world does TxDOT say 'You know what? We're going for the more expensive, problematic version that impacts real people, homes, businesses, and environment, but it's going to be great!'

As a McKinney homeowner and taxpayer, I find that TxDOT's recommendation of Segment A over Segment B is:

- Fiscally irresponsible to the taxpayers costing over \$150 million more!
- Applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.
- There is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position

As noted below, against all odds and common sense, TxDOT is:

- OPTING to inconvenience Existing homeowners over Future homeowners.
- OPTING to destroy Existing business over potential Future businesses.
- OPTING for the more environmentally destructive option (trees, wetlands, etc.)
- OPTING for the more complicated and expensive Segment A.
- OPTING to use incomplete and dated environmental studies.

I stand with thousands who publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e, TxDOT).

Most McKinney residents acknowledge the need to alleviate the current and future traffic burden along US 380, and can see how a bypass might be one solution to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable **lower impact alternative**.

It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- ***Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.***
- ***Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.***
- ***Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.***
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. ***It appears that TxDOT is prioritizing the impact of***

***unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.***

- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

***In direct conflict with their own findings,*** TxDOT still concluded Segment A was the preferred route option. TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, than Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly



residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. *This is both incorrect and unacceptable.* Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

***The noise study itself appeared to use outdated data to estimate the impact of noise on the community.*** Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas.

TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project. Traffic Analysis TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they

still had not been provided traffic data for the “No Build vs Build scenarios”. At that time, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and *appears to show a bias or, simply, a failure to conduct proper research.*

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, *Tucker Hill is a significant asset to the city.*

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. *In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill.* The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and

the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include: “Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT’s introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A *creates an unfair burden on the residents of Tucker Hill*. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M+ **less** than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the

regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

## **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

### **“NEPA is About People and Places”**

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Graham and Jackie Weedon  
2313 Pearl Street  
Mckinney, TX 75071  
214-287-9270

\*The original document had tons of very thoughtful and thorough footnotes and references, but they didn't transfer in the conversion to this document. Just in case you didn't see them elsewhere...

1. RMI SHIFT Calculator
  2. RMI\_SHIFT (STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL) CALCULATOR\_About the methodology
  3. American Economic Review\_2011\_The Fundamental Law of Road Congestion: Evidence from US Cities
  4. California EPA Air Resources Board\_2014\_Policy Brief\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions
  5. UC Davis\_2015\_Policy Brief\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion
- Case Studies & TxDOT Publications
1. Air Alliance Houston\_2019\_Health Impact Assessment of the North Houston Highway

## Improvement Project

2. Air Alliance Houston\_2022\_Why are we still building highways?
  3. TxDOT\_2023\_I-35 Central DEIS
  4. TxDOT\_2023\_I-35 Central DEIS Appendix P Air Quality
  5. TxDOT\_2023\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change
  6. Thomson Reuters Foundation\_2022\_In 'world's most polluted city', Indian workers unaware of toxic air
  7. Reuters\_2021\_Pollution likely to cut 9 years of life expectancy of 40% of Indians
  8. The Guardian\_2022\_'It's just more and more lanes' the Texan revolt against giant new highways
  9. The New York Times\_2022\_Can Portland Be a Climate Leader Without Reducing Driving?
  10. TxDOT\_2023\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023
  11. TxDOT\_2018\_Technical Report\_Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment
- Tailpipe Emissions vs. Tire Friction Pollution
1. The Guardian\_2022\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show
  2. Jalopnik\_2022\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought
- Congestion vs. Idling Emissions
1. City Observatory\_2017\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions
  2. Transportation Research\_2012\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies
- Policy vs. Behavior Changes
1. Transportation Research Interdisciplinary Perspectives\_2023\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions
- Effects on Human Health
1. The Guardian\_2019\_Revealed: air pollution may be damaging 'every organ in the body'
  2. Chest\_2019\_Air Pollution and Noncommunicable Diseases
  3. PNAS\_2018\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter
  4. Environmental Pollution\_2008\_Human health effects of air pollution
  5. Environmental Health Perspectives\_2007\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project
  6. Respiratory Medicine\_2015\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens
  7. American Journal of Physiology\_2008\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction
  8. Environmental Health Perspectives\_2016\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study

9. Environmental Health Perspectives\_2010\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School
10. Environmental Pollution\_2017\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants
11. Environmental Health Perspectives\_2009\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California
12. Obesity\_2016\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study
13. Environmental Health Perspectives\_2006\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas
14. The Guardian\_2019\_Air pollution deaths are double previous estimates, finds research
15. European Heart Journal\_2019\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions
16. The Guardian\_2019\_Air pollution 'as bad as smoking in increasing risk of miscarriage'
17. Fertility and Sterility\_2019\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study
18. Fertility and Sterility\_2018\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study
19. The Guardian\_2018\_Air pollution particles found in mothers' placentas
20. The Guardian\_2018\_Air pollution causes 'huge' reduction in intelligence, study reveals
21. PNAS\_2018\_The impact of exposure to air pollution on cognitive performance
22. The Guardian\_2017\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors
23. BMJ\_2017\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study
24. The Guardian\_2017\_Global pollution kills 9m a year and threatens 'survival of human societies'
25. The Guardian\_2018\_Diesel pollution stunts children's lung growth, major study shows
26. The Lancet\_2019\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study
27. The Guardian\_2017\_How conniving carmakers caused the diesel air pollution crisis
28. The Guardian\_2018\_Childhood obesity linked to air pollution from vehicles
29. Environmental Health\_2018\_Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index
30. Preventive Medicine\_2010\_Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years
31. The Guardian\_2016\_Air pollution linked to increased mental illness in children
32. BMJ\_2016\_Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents
33. The Guardian\_2018\_Air pollution: everything you should know about a public health emergency



34. The Guardian\_2017\_Electric cars are not the answer to air pollution, says top UK adviser
35. The New York Times\_2022\_Enough About Climate Change. Air Pollution Is Killing Us Now.
36. Air Alliance Houston\_No Safe Level of Transportation Emissions
37. Elsevier\_2017\_Increased air pollution cuts victims' lifespan by a decade, costing billions
38. Harvard\_2016\_Air pollution below EPA standards linked with higher death rates
39. Environmental Health Perspectives\_2016\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study
40. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Video
41. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_Slides
42. Texas Pedestrian Safety Coalition\_2023\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\_HBW Notes.docx
43. University of British Columbia\_2023\_Traffic pollution impairs brain function
44. Environmental Health\_2023\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study
45. Dezeen\_2023\_MIT study finds huge carbon cost to self-driving cars
46. Journal of the American Heart Association\_2022\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions
47. American Lung Association\_2022\_Living Near Highways and Air Pollution
48. Environmental Health Perspectives\_2011\_Traffic-related air pollution and cognitive function in a cohort of older men
49. The Lancet\_2017\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study
50. Environmental Health Perspectives\_2008\_Association between traffic-related black carbon exposure and lung function among urban women
51. The New England Journal of Medicine\_2004\_Exposure to Traffic and the Onset of Myocardial Infarction
52. The Lancet\_2002\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study
53. American Journal of Respiratory and Critical Care Medicine\_2010\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\_A Cohort Study
54. The Urban Institute\_2022\_The Polluted Life Near the Highway  
Expert Publications & Guidelines
  1. Planetizen\_2022\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says
  2. IPCC\_2022\_Chapter 8 Transport
  3. WHO\_2021\_Global Air Quality Guidelines
  4. USPIRG\_2021\_Transform Transportation\_Strategies For A Healthier Future
  5. The World Bank and IHME\_2016\_The Cost of Air Pollution
  6. Transportation for America\_Driving Down Emissions

## Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis
- Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution
1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment
2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards
5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review
8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles
19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean

23. The Guardian 2016 Why electric cars are only as clean as their power supply
  24. Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment
  25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
  26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.
- VOCs/ PM2.5/ Greenhouse Gases
1. World Health Organization 2019 Exposure to benzene: a major public health concern
  2. American Lung Association 2022 Volatile Organic Compounds
  3. National Cancer Institute 2022 Benzene
  4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.
  5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
  6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
  7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles
  8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
  9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
  10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
  11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
  12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
  13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
  14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
  15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM2.5): The culprit for chronic lung diseases in China.
  16. Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system
  17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
  18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
  19. CDC 2022 Climate Effects on Health.
  20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds
- Congestion vs. Idling Emissions (Traffic Emissions)
1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and

## Congestion Using MOBILE4 and Highway Performance Monitoring System

2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

## Resources

1. TxDOT 2022 DEIS

**From:** Graham Weedon [REDACTED]  
**Sent:** Thursday, April 20, 2023 4:34 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass 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.

Dear Sir, please see the attached document containing mine and my neighbor's observations and objections to the propose Segment A Bypass.

 [US 380 Comments](#)

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Thank you,

Graham Weedon  
214-287-9270

**From:** GREG BAUMLI [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:25 PM  
**To:** Stephen Endres  
**Subject:** Support of Segment A

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 am a resident of Whitley Place (3661 Spicewood Dr.) in Prosper, Texas. I fully support the finding of the DEIS study in finding Segment A to be the preferred alternative for Highway 380.

Segment A would preserve the following resources:

- Mane Gait
- Ladera of Prosper
- Founders Academy
- Malabar Hills Residential Community
- Walnut Grove High School

**I support Segment A.**

Regards  
Greg Baumli  
3661 Spicewood Drive  
Prosper, TX 75078  
847-722-1640

**From:** Greg Sarro [REDACTED]  
**Sent:** Thursday, March 9, 2023 4:14 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, adversely impact fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I respectfully request that you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Greg Sarro  
1909 Fieldstone Court  
McKinney TX 75072  
Mobile (214) 697-0302

**From:** Stephen Endres [REDACTED]  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Greg Sweet  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 comment period extension

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** Greg Sweet [REDACTED]  
**Sent:** Monday, March 13, 2023 3:28 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 comment period extension

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.

I would like to request an extension of the comment period for TXDOT'S proposed 380 bypass route. We need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

--

Greg Sweet



**From:** Greg Sweet [REDACTED]  
**Sent:** Monday, April 17, 2023 8:52 PM  
**To:** Stephen Endres  
**Subject:** TxDOT 380 By-pass Selection  
**Attachments:** 20223-04-17 US 380 Segement A Comments.pdf

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.

I am a resident of McKinney, Tx and a homeowner in Tucker Hill Development. I want to strongly SUPPORT segment B of the proposed 380 expansion. As a resident of TH we only have 2 exits from our neighborhood, both out to 380. Any construction for 3-5 years in front of our neighborhood would severely impact our safety. What safeguards will be implemented should you proceed with A for our community during construction? Emergency vehicle response times would be greatly increased. This also would continue based on your drawing of what segment A would look like as any emergency vehicle coming from the west would have to go beyond TH and if we had to go east to Baylor hospital we would have to head west first. How is TxDOT going to address this issue also during the construction phase? We have been hearing for 7 years that Stonebridge is going to be extended but still has not so no guarantees that it will be prior to construction. Is this something TxDOT will take a proactive approach on?

Further, your own matrix shows the number of businesses, residents, and other displacements to be less with B. Cost is much less, nearly \$150m, with your current estimates with B. You even state it could go higher with the utility re-routing. Environmental impact is even less with option B. Segment A could have a potential high-risk EPA clean up where B has zero. These are all things from your own study.

There are numerous other issues and questions with regard to the study used to base your decision. I have attached a copy of all issues and supported references.

What study has TxDOT done to show the full impact of air quality both during and after construction? Where were those monitors located? What dates and times were collected during this study? What list of assumptions did TxDOT use in regards to weather etc during this study?

I would also like the above questions answered for the sound study that was done in Tucker Hill. Why are there no plans to put up sound barriers on the north side (Tucker Hill) but on the south side (Stonebridge)? Prevailing winds are from the south and we would be affected most.

Segment A consists of 2 90 degree turns. What studies have been done on the safety of those as compared to the gradual lane shift in B?

Greg Sweet

7604 Townsend Blvd

McKinney, Tx 75071

**From:** Greg Tappert [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:10 PM  
**To:** Stephen Endres  
**Subject:** NO to US 380 Segment A

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.

As a homeowner and resident of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to choose Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

--

**Greg Tappert**  
608 Rough Creek Drive  
McKinney, TX 75071-6429  
972-741-3363

**From:** Gregg Payne [REDACTED]  
**Sent:** Tuesday, March 14, 2023 4:41 PM  
**To:** Stephen Endres  
**Subject:** no to segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Gregg Payne

**From:** Gregg Swartz (TMNA) [REDACTED]  
**Sent:** Wednesday, March 15, 2023 6:51 PM  
**To:** Stephen Endres  
**Cc:** Shannon Presley [REDACTED]  
**Subject:** Proposed 380 bypass

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.

•• PROTECTED 關係者外秘

Mr. Endres,

I am writing to submit my thoughts on the proposed 380 bypass. I have previously submitted an email to you voicing my strong opposition to the B route, which would have gone through Prosper, close to our home in Whitley Place, and disrupted traffic at the new high school and the Founders' Academy and disturbed and disrupted the operations of Mane Gait Equine Therapy. We are still strongly opposed to this Option B, and I ask that it never be reconsidered.

My first preference is to have the No Build Alternative for the 380 bypass. However, if this is not feasible, then I am in support of the proposed Blue Alternative (A, E, and C route), as I believe this route would cause the least disruption to the existing communities and overall environment.

Thank you for allowing me to comment.

**Gregg Swartz**

Group Manager, EV Infrastructure & Business Strategy  
EV Charging Solutions  
Toyota Motor North America  
+1 (310) 480-8632 Mobile  
+1 (469) 292-4927 Office  
[REDACTED]



Sent from my iPhone

Begin forwarded message:

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Date:** February 24, 2023 at 9:34:28 AM CST  
**To:** Gretchen Stofer Darby [REDACTED]  
**Subject:** RE: TXDOT: US 380 from Coit Road to FM 1827 DEIS - Prosper

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Gretchen Stofer Darby [REDACTED]  
**Sent:** Thursday, February 23, 2023 1:58 PM  
**To:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Subject:** TXDOT: US 380 from Coit Road to FM 1827 DEIS - Prosper

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.

Hi Stephen,  
I wanted to formally submit my support for the current plan to keep 380 on 380 through Prosper.  
Thanks so much.  
Gretchen

**GRETCHEN (STOFER) DARBY**

Founder | President | Consultant  
**GDC • PUBLIC RELATIONS & COMMUNICATIONS**

[REDACTED]  
[REDACTED]  
C • 214.707.8217 | F • 214.842.4161  
<https://linktr.ee/gretchendarby>

**Prosper Town Council** - Community Engagement [REDACTED])  
**Prosper ISD** - District Improvement and Superintendent Advisory Council  
**Better Together Prosper ISD** - Founding Committee, Co-Vice President  
**Lewis Family Foundation** - Advisory Board  
Texas Exes Collin County Chapter – Communications Chair  
**Cowboys Club** - Social Committee

On Jan 13, 2023, at 11:49 AM, Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
wrote:

[View this email in your browser](#)



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The Texas Department of Transportation (TxDOT) is proposing to construct US 380 as a freeway primarily on new location from Coit Road and existing US 380 around the northern portion of McKinney connecting back to existing US 380 near Farm to Market (FM) Road 1827, east of the City of McKinney. This notice advises the public that a Draft Environmental Impact Statement (DEIS) is available for review and that TxDOT will be conducting an in-person and online virtual public hearing on the proposed project. The purpose of the hearing is to present the DEIS and updated schematic design of the “Blue Alternative,” which has been identified as TxDOT’s Preferred Alternative. The Preferred

Alternative links Segments A, E, and C.

The DEIS is available for review online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS), and a hard copy is available for review at the TxDOT Dallas District Office.

The hearing dates, times, and locations are listed below. The same information will be available at the in-person and virtual hearings, including a pre-recorded video presentation with audio and visual components.

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**In-Person Hearing**

Thursday, Feb. 16, 2023  
5:30 p.m. to 7:30 p.m.  
Collin County Courthouse  
Central Jury Room  
2100 Bloomdale Rd.  
McKinney, TX 75071

**In-Person Hearing**

Tuesday, Feb. 21, 2023  
5:30 p.m. to 7:30 p.m.  
Rhea's Mill Baptist Church  
Gymnasium  
5733 N. Custer Rd.  
McKinney, TX 75071

**Virtual Hearing\***

Thursday, Feb. 16, 2023, starting at 5:30 p.m. through Tuesday, March 21, 2023, at 11:59 p.m. [www.keepitmovingdallas.com/ US380EIS](http://www.keepitmovingdallas.com/US380EIS)

***\*This is not a live event***

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To view the virtual public hearing materials, participants may go to the web address noted above at any time during the dates indicated. In-person attendees will be able to view the presentation which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff

and/or consultants, and leave comments. The in-person public hearings will follow an “open house” format, meaning attendees may come and go at their convenience.

If you do not have internet access, or do not wish to attend an in-person hearing, you may call (214) 320-4469 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

The proposed project would provide a new location, eight-lane, controlled-access freeway with two-lane, one-way frontage roads on each side from Coit Road and existing US 380 to the eastern terminus at existing US 380 and FM 1827. The purpose of the project is to manage congestion and improve east-west mobility and safety throughout the study area. The typical proposed right-of-way (ROW) would be approximately 420 feet wide, with the minimum and maximum ROW width ranging from 330 feet to 1,582 feet, respectively. Depending on the location, the typical freeway section would consist of four 12-foot-wide travel lanes in each direction with 10- to 17-foot-wide inside and outside shoulders and two-lane (each 12-feet-wide), one-way frontage roads on either side of the mainlanes. Shared-use paths built along the outside of the frontage roads would provide bicycle and pedestrian accommodations. The total proposed ROW acreage is estimated at 1,083.5 acres. The proposed project passes through the Town of Prosper, the City of McKinney, and Collin County.

The proposed project is not anticipated to impact any existing properties protected under Section 4(f) of the Department of Transportation Act of 1966. TxDOT received information in November 2022 about several planned, future parks in the Town of Prosper and is evaluating each property for Section 4(f) eligibility.

The proposed project would, subject to final design considerations, require acquisition of additional ROW and potentially displace 22 residences and 35 businesses. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for ROW acquisition and construction, can be obtained from the TxDOT Dallas District office by calling (214) 320-6675 or online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS).

The proposed project would involve construction in wetlands and an action in a floodplain and floodway.



Environmental documentation and studies, including the DEIS and any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Printed copies of the design schematic will also be available for review at Prosper Town Hall, McKinney City Hall, and Collin County Courthouse as well as online at [www.KeepItMovingDallas.com/US380EIS](http://www.KeepItMovingDallas.com/US380EIS) beginning Thursday, Feb. 16 at 5:30 p.m., and in hard copy form for review at the in-person public hearing.

The public hearing will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact TxDOT Public Information Office at (214) 320-4480 no later than 4 p.m. Monday, Feb. 13, 2023. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Comments from the public regarding the proposed project are requested and may be submitted to the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643 or [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Verbal comments may be submitted by calling (833) 933-0443. **All comments must be received or postmarked before Tuesday, March 21, 2023.** Responses to comments received by the deadline will be available on the project website once they have been prepared.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).

[Public Hearing Venue Map \(PDF\)](#)

[Spanish Public Hearing Notice \(PDF\)](#)



## Vietnamese Public Hearing Notice (PDF)

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*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 9, 2019, and executed by FHWA and TxDOT.*

**TxDOT Dallas District**  
4777 East US Highway 80  
Mesquite, TX 75150

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).



**From:** Bud Johnson [REDACTED]  
**Sent:** Tuesday, March 21, 2023 3:00 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment B

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment B for the US 380 Bypass. I strongly urge you to implement Segment A as the preferred option for the US 380 Bypass.

H Alexander Johnson

6101 GREYWALLS DR

McKinney, TX 75072

**From:** Bud Johnson [REDACTED]  
**Sent:** Tuesday, April 18, 2023 11:41 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment B AND Roundabout at Ridge and Glenn Oaks

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment B for the US 380 Bypass. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment A as the preferred option for the US 380 Bypass

Furthermore we oppose the roundabout at Ridge and Glenn Oaks. Absolutely NO NEEDED

H  
Johnson

6101 Greywalls  
Dr,  
75072

McKinney  
[REDACTED]

**From:** Hailey Innes [REDACTED]  
**Sent:** Wednesday, April 5, 2023 8:40 AM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 Bypass, NE 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.

Senator Paxton, Representative Leach, and Mr. Endres:

I strongly oppose Segment C and support Segment D. It is easy to look at the map and see how many more homes, businesses, and community services are destroyed or negatively affected by Segment C. I'm also very concerned about the environmental impact to the largest forest in central Collin County. I do not want the wetlands impacted by a large highway. I totally oppose Segment C and support Segment D.

Thank you for your representation,

Hailey Innes, MS, LPC

**From:** Hailey Innes [REDACTED]  
**Sent:** Tuesday, April 4, 2023 11:19 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 Bypass, NE 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.

Senator Paxton, Representative Leach, and Mr. Endres:

I strongly oppose Segment C and support Segment D. It is easy to look at the map and see how many more homes, businesses, and community services are destroyed or negatively affected by Segment C. I'm also very concerned about the environmental impact to the largest forest in central Collin County. I do not want the wetlands impacted by a large highway. I totally oppose Segment C and support Segment D.

Thank you,

Hailey Innes, MS, LPC

To: TX DOT

Re: 380 Bypass, McKinney, TX

As an interested citizen and homeowner in McKinney, TX, I strongly oppose Option A and encourage TX DOT to select the less expensive Option B.

Option A is far more expensive and intrusive - it only makes sense to go with Option B - why choose A?

Thank you,  
Bernie Brown

~~Q~~  
- just yr  
- only you




---



Can we do a canvas  
Stonebridge to get the needed  
signatures? Why hasn't this  
been coordinated? I will help  
canvas Stonebridge - we need to  
move forward on this asap?

C. Beehive - 214-770-3001



---

to txdot:

WHY SPEND MORE MONEY, DISRUPT LIFE  
QUALITY OF MORE HOMEOWNERS AND DESTROY  
MORE BUSINESSES WHEN OPTION B IS THE MOST  
EFFICIENT OPTION. I SAY NO TO OPTION A!

BE A GOOD STWARD OF WHAT HAS BEEN  
ENTRUSTED YOU. YOU KNOW OPTION A MAKES NO  
SENSE.

VANESSA BEATTIE.



I support option "B"

Wayne Wells  
204 Lincea Drive  
McKinney 75072

---

Do NOT build SEG 10...  
Build SEG B.!!!



Do NOT BUILD SEG. "A" !!

BUILD SEG. "B" !!

On March 30<sup>th</sup>, 2023 I saw the 11001 plan for the 380 bypass project in McKinney. It was explained that many businesses and possibly homes would be displaced. I know that Stonebridge presented an alternative that was not accepted. I would like to see further discussion regarding this project. I AM NOT in favor of the current proposal.

Sara Owen  
972-754-1089

Hello TXDOT -

POn US380 Bypass - No on Segment A

I <sup>strongly</sup> oppose Segment A

because of the additional cost  
and the impact to existing homes  
and business, as well as the traffic  
flow at major mckinney ~~and~~ intersections  
and the impact to existing neighborhoods

Please implement Segment B on <sup>us</sup> 380 bypass.

Janelle Freeman  
3413 Sliding Rock DR  
McKinney TX 75070

---

You may not live in JBK BUT if  
you did would YOU want this  
done to your community? Would you  
agree to the option that's more  
expensive? Would you want your  
quiet community to have to have  
a 12 lane freeway? Please think  
about how this will affect thousands  
of families and businesses. This plan  
is going to discourage families from  
moving here. Alva Brown

---



3-30-2023

To: TX Dept

Re: No to Segment A

Why destroy McKinney

Businesses near Custer Road

+380?!!?

That is a very flippant decision  
made by someone who "changed  
his mind." Really? Ridiculous!

Spend Texas taxpayers money  
wisely!

No to Segment A.

Yes to Seg. B!

Joan Allenson  
1813 Hackett Creek Dr.  
McKinney TX

972-740-0655

75072

To: Stephen Endres  
Date 3/31/23

I strongly urge TX DOT  
to implement Segment B  
as the preferred option  
for the 380 Bypass  
from Coit Rd to  
FM 1827.

Why did you change  
your mind? The recommended  
Segment A makes NO SENSE!  
Please support Segment  
B. Sincerely, Whynia C. Wilkes  
1313 Hidden Meadows Dr  
McKinney TX

**From:** Hany Hassan [REDACTED]  
**Sent:** Tuesday, March 28, 2023 5:18 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A for the US 380 Bypass

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.

Hello Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Hany Hassan

**From:** Harli DOLLINGER [REDACTED]  
**Sent:** Thursday, March 16, 2023 3:08 PM  
**To:** Stephen Endres  
**Subject:** Subject: Change 380 bypass from route C to D in Collin County

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 Sir -

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

Personally, Route C will destroy an area that I have known and loved as a long-time resident of Collin County. If Route C is imposed, we will lose access to community riding arenas, wooded trails, and outdoor pursuits.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

I fully support Route D on the Spur 399 extension in Collin County.

Many Thanks for Your Attention to this Matter,

Harli M. Dollinger, Ph.D.

As a McKinney resident, I find that TXDOT's recommendation of Segment A over Segment B ignores the findings of the environmental study, applies criteria to support this decision inconsistently, is fiscally irresponsible to the taxpayers and places an unsupportable financial burden on the City of McKinney and its taxpayers.

**Findings of the Environmental Impact Study should have led to selection of Segment B.**

- No businesses displaced, rather than 15 current businesses displaced in Segment A.
- 2 rather than 7 major utility conflicts in Segment A
- No hazardous material sites impacted, rather than 2 in Segment A.
- Nearly twice the impact to rivers and streams; ½ mile vs. 1 mile
- Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years.

**Segment B saves over \$150 million dollars for Collin County Taxpayers vs. Segment A**

- \$153M in right of way costs, rather than \$198M in Segment A.
- \$25M in utility relocation costs, rather than \$75 in Segment A.
- \$588M in design and construction costs rather than \$608M in Segment A.
- \$40M savings in utility relocation for the City of McKinney.

**TXDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted.**

- The design updates to Segment B have fully mitigated any impact to ManeGait
- TXDOT has received a copy of a study from Shea Center & Dreamcatchers, California service ranch with a similar project that impacted their area which found there was minimal impact.
- TXDOT has said that Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act"

**Priority has not been given to safety and the increased risk of fatal accidents**

- Segment A contains two 90 degree turns with a change of grade which will present a greater risk of fatal accidents.
- TXDOT did not reveal the comparison between fatality analysis for Segment A & B

**Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns.**

- According to TXDOT, 26,000 work zone crashes in 2021 resulted in 244 deaths.
- The extended construction time required to regrade the existing road bed will increase the disruption to existing traffic for several years of construction.

**Criteria used to support Segment selection was not applied consistently. The criteria applied to recommend Segment C, would conclude Segment B is the preferred option.**

- C vs. D was compared based on objective cost data
- A vs. B comparison featured subjective measures, such as counting the number of comments submitted vs. objective facts

**The current TXDOT budget and plans do not include the mitigation measures necessary to address the impact of increased environmental and noise pollution, as well as concerning traffic hazards, for the current McKinney neighborhoods impacted by Segment A. In addition to the depressed roadway:**

- A sound wall across the full length of Tucker Hill property fronting 380 consistent with the character of the entry being removed and providing privacy from cut thru traffic.
- The extension of Stonebridge Drive and new entrance on Townsend Boulevard for Tucker Hill residents in the character of the current entrance at Tremont Boulevard.

**From:** Heather Guarnera [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:16 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Heather Booth <[REDACTED]>  
**Sent:** Wednesday, March 15, 2023 12:51 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello!

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

--

Heather M. Booth, MS, OTR





**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I STRONGLY oppose Route C. Please go with Route D, which will not disrupt the wildlife people, properties + businesses that have been there for generations.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Heather McCauley

Address: 2200 Heather Hill Ln.

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Plano, TX 75075



**From:** Heather McGowan [REDACTED]  
**Sent:** Wednesday, March 15, 2023 11:43 AM  
**To:** Stephen Endres  
**Subject:** NO : to Segment A (HWY 380 construction bypass)

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.

To:  
[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely-  
Longtime homeowner, tax payer & citizen of Mckinney

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Wednesday, February 15, 2023 4:24 PM  
To: helene langer [REDACTED]  
Subject: RE: Comment regarding 380 Bypass

Your comments will be added to public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: helene langer [REDACTED]  
Sent: Monday, February 13, 2023 10:12 AM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Comment regarding 380 Bypass

Please take this comment against the Blue Alternative for the 380 bypass development. I currently reside my two horses at Tara Royal Equestrian Center which is the most peaceful serene environment I have found in North Dallas. The blue option would put an 8 lane road at the front door of the facility which would make horse training impossible and destroy the location that is in place for our horses.

I am in favor of the Purple Alternative.

Helene Langer

Equistar Consulting Group, LLC

949-836-0130

**From:** Hemanshu Narsana [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:26 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hi Mr. Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Hemanshu Narsana

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:01 AM  
**To:** H T [REDACTED]  
**Subject:** RE: NO to Segment A - PLEASE!

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** H T [REDACTED]  
**Sent:** Saturday, February 25, 2023 12:06 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A - PLEASE!

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.

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

We live in Stonebridge Ranch, just south of 380, between Stonebridge Drive and Custer Road. The construction and ultimate freeway itself will be a major negative to our home. If we ever want to sell our home, this will decrease the value of our property. Our neighborhood has so many teenagers that have to travel this way to get to McKinney North High School, and I would not want my new driver having to navigate the construction or the highway itself. So many reasons. There would be so much less negative impact on both residents and businesses if the path would veer north BEFORE it gets to the Custer Road area of McKinney.

Our opposition to Segment A of the “Blue Alternative” is based on the following facts presented by TxDOT in their February 2023 Announcement:

1. Segment A destroys 27 businesses, 12 displacements and 2 homes currently. It will likely be more than that by the time the project is constructed whereas Segment B destroys no business, 7 displacements, and 5 homes.
2. The cost of Segment A right of way acquisition estimated today is \$957.8 million compared to \$888.8 million for Segment B. It is likely to reach more than \$1 billion by the time the project is constructed based on current construction projects which are not counted in the current TxDOT estimates.
3. The proposed Blue Alternative which includes Segment A calls for \$120 million from the City of McKinney for right of way acquisition which will be an unplanned tax burden to McKinney taxpayers. The amount of that tax burden quite likely will increase as the cost of ROW acquisitions and related expenses increase.
4. Segment A will have a significant detrimental impact on Stonebridge Ranch and Tucker Hill which border the proposed construction of Segment A. It will create major traffic disruption, increased noise, and increased health and environmental problems, not to mention the impact on schools, morning and afternoon traffic, and school zones divided by US380 Segment A.

Thank you for taking the time to consider this letter and our position.

Holly and Dusty Tripp  
1200 Stonington Drive  
McKinney TX 75071  
214-403-0031

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A Texas Department of Transportation message



To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill



should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Holly Rudnick  
2404 Addison Street  
McKinney, TX 75071  
(214) 334-3139

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)

9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)

10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)



35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)

19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)

17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health.](#)
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

**From:** Holly Rudnick [REDACTED]  
**Sent:** Thursday, April 20, 2023 3:38 PM  
**To:** Stephen Endres  
**Subject:** Opposition to Segment A  
**Attachments:** [US 380 Segement A Comments vJB.docx](#)

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,

Attached please find my letter opposing Segment A. Note that I have been a Collin County resident for 25 years and a City of McKinney resident for 13 years. We purchased our home in Tucker Hill in 2010, and were told at that time that there were no plans for building out 380 into a major highway. We were told that any major highway would be located along the Outer Loop. We purchased our home under that premise and believed that to be true until recent years.

We have raised our children in this neighborhood and had plans to retire here. However, we lived through the highway expansion of 121 and I have no desire to go through that again. I suffer from allergies and the dust and dirt from construction alone would be very detrimental to my health. I can barely hear 380 now from my home, but if this highway goes alongside both in the front and on the side of Tucker Hill, this will significantly impact my ability to sleep and enjoy our neighborhood. My quality of life and my husband's quality of life are at stake. It makes absolutely zero sense to adopt Segment A, from both a financial and impact perspective.

This is a Collin County problem that deserves a Collin County solution. Why should City of McKinney residents bear the brunt of the burden here? Special interests and politicians are not the ones who will suffer!

Please reconsider selecting Segment A and instead consider selecting Segment B.

Thank-you,

Holly Rudnick

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 1:42 PM  
**To:** Stephen Endres  
**Subject:** Vote NO to Segment A on the US 380 Bypass project

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.

Stephen,

My wife and I would like you to vote No to Segment A. As a homeowner and citizen of McKinney, Tx., My wife and I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDot has an existing option Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to over 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

We strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Rd. to FM1827.

Sincerely,

Howard and Cathy Whiddon  
6021 Prestwick Dr  
McKinney, Tx 75072

**From:** Hugh & Khedra Haywood [REDACTED]  
**Sent:** Wednesday, March 15, 2023 11:26 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
The Haywood Family

**From:** Hugh Ollech [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:34 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone



**From:** Humberto Garza [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** ishvinder malhotra [REDACTED]  
**Sent:** Wednesday, March 15, 2023 4:20 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A - 380 extension

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.

Hi Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

*Thanks & Regards*

*Ishvinder Malhotra,*

*US: M: +1 469-996-8118*

*IND: M: +91 9899882666*

*Please consider the environment and only print this email if absolutely necessary.*

**From:** Mike Artwick [REDACTED]  
**Sent:** Tuesday, March 28, 2023 6:03 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
J. Artwick  
7704 Powder Horn Lane  
McKinney, TX 75070

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 17, 2023 10:50 AM  
**To:** J Bradley Johnston [REDACTED]  
**Subject:** RE: US 380 EIS: Support for Proposed Route A-E-C (the Blue Alternative)

Your comments will be added to the public hearing summary.

Stephen Endres  
214-320-4469

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**From:** J Bradley Johnston [REDACTED]  
**Sent:** Friday, February 17, 2023 10:33 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 EIS: Support for Proposed Route A-E-C (the Blue Alternative)

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,

I am writing **to support the TXDOT decision to route the proposed US 380 bypass along the Blue Route (Segments A-E-C)** as presented at your public meeting held on Thursday, February 16, 2023. In particular, with regard to the choice of Segment A versus Segment B, I agree with TXDOT's findings that Segment A would:

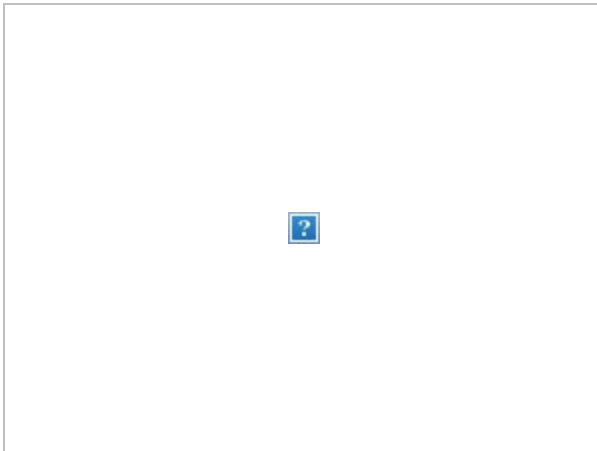
- Displace fewer homes in comparison to Segment B;
- Result in fewer impacts to planned future residential homes;
- Avoid displacing numerous proposed residences under construction west of Custer Road;
- Utilize more of the existing US 380 alignment; and
- Avoid impact to ManeGait Therapeutic Horsemanship property, a very important and highly-valued provider of services to Veterans and those with disabilities.

Thank you for the time and effort you and TXDOT have expended in coming to this conclusion.

Sincerely,

J. Bradley Johnston  
220 Columbia Court  
Prosper, TX 75078  
512/657-7794

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**From:** Joseph Closs [REDACTED]  
**Sent:** Wednesday, March 8, 2023 6:18 AM  
**To:** Stephen Endres  
**Subject:** US 380 By-Pass

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 morning Mr. Endres,

As a graduate of Carnegie-Mellon University, I know a little bit about engineering.

I can understand why you are building Segment C and not Segment D. You are by-passing more of the existing US380 with that choice.

So, why are you building Segment A and not Segment B? The proposed choice costs more while by-passing less of the existing US 380.

As choosing Segment A over Segment B is not the logical choice, it must be the political choice. I support logic and the taxpayers who will be footing the bill.

Thanks,  
J. V. Closs  
Class of '75

**From:** JS D [REDACTED]  
**Sent:** Wednesday, March 15, 2023 5:58 PM  
**To:** Stephen Endres  
**Subject:** US 380 (from Coit Road to FM 1827 DEIS) Public Hearing Comment

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.

I would like to express my support for the “[Blue Alignment](#)” as shown on the latest DEIS, at it *adequately* addresses: the environmental, social, and engineering requirements of the project.

Sincerely,

J.S. De Mattei  
300 Yosemite Drive  
Prosper, TX 75078-9071

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:40 PM  
**To:** Jennifer DeLano [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Jennifer DeLano [REDACTED]  
**Sent:** Saturday, February 25, 2023 8:00 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

Hello,

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thanks,

Jack DeLano



**From:** Jack Noteware [REDACTED]  
**Sent:** Friday, March 31, 2023 6:33 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Jack Noteware

**From:** Jack Sumrall [REDACTED]  
**Sent:** Friday, March 24, 2023 3:18 PM  
**To:** Stephen Endres  
**Subject:** HWY 380 Comment

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.

TxDOT  
Stephen Endres

Dear Mr. Endres:

Going all the way back to 2017 when TxDOT decided that a by-pass was the only feasible answer for the 380 dilemma – you said that McKinney was too developed and built-up along the existing 380 right-a-way. The Green Alternative was scrapped. A by-pass was the best solution and it was obvious that the Blue Alternative was far and away the better choice. However, inexplicably, TxDOT recommended the Red Alternative. We were completely shocked. *“WHY”, we asked, “even have a by-pass if so much of west McKinney would be adversely affected? Are we not developed? Do we not count?”* The **only** explanation the TxDOT spokesperson could meekly offer was that the Blue route would uproot the MainGait Therapeutic Horse Ranch. It was obvious then (and is still true), that regardless how many factors favored the Blue Alternative, **MainGait trumped everything**. Even when the City of McKinney offered a generous bid to purchase MainGait and allow them to stay as long as needed, TxDOT said it didn’t matter to them because MainGait didn’t respond to the offer.

If TxDOT has not been swamped with responses supporting Segment B. The reason is simple. Segment B supporters feel completely beaten down and ignored by the bias TxDOT has shown for Segment A. Many west-siders have given up trying to provide reasonable arguments for Segment B when they feel that it doesn’t matter to TxDOT. We feel that TxDOT has been influenced too strongly by the Darlings, the City of Prosper and other unknown forces to be objective. Political pressures have prevented TxDOT from making a fair, fact-based decision.

You (TxDOT) really fooled us last year by changing the Blue Alternative into the Red Option B. We foolishly thought that you had listened, read your own data and found a route that didn't go through MainGait. Red B took the by-pass a little further west and gave those of us living and working in west McKinney along 380, great relief. Red B had many advantages over Red A as documented in TxDOT's own, very thorough, Segment Analysis:

- Over \$100M less
- Homes/Apartments effected
- Hazardous sites
- Utility/Water conflicts ...
- and, several others

Most importantly, Red B **went around MainGait.**

We actually thought that a fair analysis had finally been done, and it would protect the sacred ground at MainGait. It was a great feeling, but it turns out that you 'rope-a-doped' us into complacency. Apparently MainGait said it was still too close; or Prosper warned "not in our city limits" – who knows? ... but the bottom line is that TxDOT ignored their own data in choosing Option A. It makes no sense.

At this point I believe that TxDOT has known from Day One what it was going to do on the west juncture of the bypass. Everything since has been cleverly finding ways to support what you were going to do regardless of what the analysis showed. The Red B option wasn't really in the running. I read the DEIS study, and I think the key statement was in the beginning summary where it was stated "*TxDOT has selected the Blue Alternative (A+E+C) as the Preferred Alternative.*" The rest of it could be used to support any of the alternatives. TxDOT reminds me of the story about the big company that was looking for a new accountant and presented the candidates with a complex accounting scenario. Then hired the accountant that responded, "What do you want the answer to be?"

I almost didn't write this because, like a lot of my neighbors, I don't think it matters to TxDOT. However, I'm mostly optimistic and I believe in miracles.

Jack Sumrall  
7404 Province St.  
McKinney 75071

(214) 937-1501



“Honest scales and balances are from the Lord;  
All the weights in the bag are His making”  
Proverbs 16:11

Going all the way back to 2017 when TxDOT decided that a by-pass was the only feasible answer for the 380 dilemma – you said that McKinney was too developed and built-up along the existing 380 right-a-way. The Green Alternative was scrapped. A by-pass was the best solution and it was obvious that the Blue Alternative was far and away the better choice. However, inexplicably, TxDOT recommended the Red Alternative. We were completely shocked. *“WHY”, we asked, “even have a by-pass if so much of west McKinney would be adversely affected? Are we not developed? Do we not count?”* The **only** explanation the TxDOT spokesperson could meekly offer was that the Blue route would uproot the MainGait Therapeutic Horse Ranch. It was obvious then (and is still true), that regardless how many factors favored the Blue Alternative, **MainGait trumped everything**. Even when the City of McKinney offered a generous bid to purchase MainGait and allow them to stay as long as needed, TxDOT said it didn’t matter to them because MainGait didn’t respond to the offer.

If TxDOT has not been swamped with responses supporting Segment B. The reason is simple. Segment B supporters feel completely beaten down and ignored by the bias TxDOT has shown for Segment A. Many west-siders have given up trying to provide reasonable arguments for Segment B when they feel that it doesn’t matter to TxDOT. We feel that TxDOT has been influenced too strongly by the Darlings, the City of Prosper and other unknown forces to be objective. Political pressures have prevented TxDOT from making a fair, fact-based decision.

You (TxDOT) really fooled us last year by changing the Blue Alternative into the Red Option B. We foolishly thought that you had listened, read your own data and found a route that didn’t go through MainGait. Red B took the by-pass a little further west and gave those of us living and working in west McKinney along 380, great relief. Red B had many advantages over Red A as documented in TxDOT’s own, very thorough, Segment Analysis:

- Over \$100M less
- Homes/Apartments effected
- Hazardous sites
- Utility/Water conflicts ...
- and, several others

Most importantly, Red B **went around MainGait**.

We actually thought that a fair analysis had finally been done, and it would protect the sacred ground at MainGait. It was a great feeling, but, it turns out that you ‘rope-a-

doped' us into complacency. Apparently MainGait said it was still too close; or Prosper warned "not in our city limits" – who knows? ... but, the bottom line is that TxDOT ignored their own data in choosing Option A. It makes no sense.

At this point I believe that TxDOT has known from Day One what it was going to do on the west juncture of the bypass. Everything since has been cleverly finding ways to support what you were going to do regardless of what the analysis showed. The Red B option wasn't really in the running. I read the DEIS study, and I think the key statement was in the beginning summary where it was stated "*TxDOT has selected the Blue Alternative (A+E+C) as the Preferred Alternative.*" The rest of it could be used to support any of the alternatives. TxDOT reminds me of the story about the big company that was looking for a new accountant and presented the candidates with a complex accounting scenario. Then hired the accountant that responded, "What do you want the answer to be?"

I almost didn't write this because, like a lot of my neighbors, I don't think it matters to TxDOT. However, I'm mostly optimistic and I believe in miracles.

Jack Sumrall  
7404 Province St.  
McKinney 75071  
(214) 937-1501

"Honest scales and balances are from the Lord;  
All the weights in the bag are His making"  
Proverbs 16:11



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

Comments:

I also e-mailed a copy  
to Mr. Endres

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

Please Print

Name: JACK SUMBALL

Address: 7404 PROVINCE ST MCK 75071

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

To mail, please fold along dotted lines w

Fold Here

Fold Here



Jack Sumrall  
7404 Province St  
Mc Kinney, TX 75071

NORTH TEXAS TX P&DC  
DALLAS TX 750  
25 MAR 2023 PM 3



RECEIVED TXDOT-D  
MAR 27 2023  
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: STEPHEN ENDRES, P.E.,  
4777 E U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150#6643 C057



CSJ 0135-02-065 ETC., US 380



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:30 PM  
**To:** Jack Warren III [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Jack Warren III [REDACTED]  
**Sent:** Friday, February 24, 2023 8:16 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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 Evening,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Warm Regards,

Jack Warren III

**From:** Jack Warren III [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:44 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thanks,

Jack Warren III

**From:** Jaclyn Paz [REDACTED]  
**Sent:** Wednesday, March 15, 2023 4:38 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Jaclyn Paz

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Wednesday, February 22, 2023 1:36 PM  
**To:** James Brunk [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** James Brunk [REDACTED]  
**Sent:** Tuesday, February 21, 2023 7:29 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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

Mr. Endres,

I have 2 comments on the proposed bypass.

1. There is no need for an 8 lane superhighway, 6 would do. And there is no reason to add access roads. It is a short bypass, not a part of the Interstate system. Just make exits at the main roads. Save money! Less property required.
2. The western end of the route should extend closer to Coit, not terminate at Stonebridge ranch drive.

Thanks for the opportunity to comment.  
James Brunk

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 9:55 AM

To: Jim Glenn [REDACTED]

Subject: RE: US 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Jim Glenn [REDACTED]

Sent: Sunday, February 26, 2023 6:32 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: US 380 Bypass

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.

As a 16-year plus resident of the Stonebridge community, I have endured the traffic volume increase along highway 380 from a 2-lane congested road to a 4-lane even more congested one. The proposed bypasses are laudable but in the bigger scheme of things, I believe Option A will probably be a significant waste of taxpayer monies with very little achieving the desired objective. As I'm sure you realize, traffic today from Stonebridge through the Custer/380 interchange is as congested as any other stretch of the proposed bypass. In my opinion it would appear the current Option A plans are more designed to placate the very vocal voices of the community north of 380. I have a friend who lives in a subdivision on Custer to the north of 380 who told me why should his community be impacted by something created by McKinney's poor planning. I respect his opinion but I believe the 380 issue has been significantly affected by the explosive growth to the north of Collin County. I know there is no easy solution but I don't think the planned waste of financial resources will solve the problem. I suggest TXDOT is faced with the proverbial Gordian Knot issue. At my age I probably will not be around to observe the final resolution so therefore this is just my opinion for what it's worth.

Respectfully,  
James Glenn

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:40 PM  
**To:** James Jenkins [REDACTED]  
**Subject:** RE: Public comment period on HWY 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** James Jenkins [REDACTED]  
**Sent:** Saturday, February 25, 2023 7:38 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Public comment period on HWY 380 Bypass

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, I strongly oppose the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

—

If my team and I have delivered an excellent experience for you, please leave a brief review on our Google page: <https://g.page/riskwell/review>

Regards,  
James Jenkins, CPCU, CIC, CRM

**From:** James Jensen [REDACTED]  
**Sent:** Tuesday, March 14, 2023 4:12 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
James Jensen

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 4:30 PM  
To: James Gmail [REDACTED]  
Subject: RE: 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: James Gmail [REDACTED]  
Sent: Friday, February 24, 2023 6:43 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 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.

I Support plan B.

Thank You  
James Jones  
7304 Province St. 75071  
Mckinney

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthetreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cb44d26d7c09f466fe89c08db19dc53f8%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132206326744340%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn>



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** James Levins  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 Bypass

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** James Levins [REDACTED]  
**Sent:** Sunday, March 12, 2023 4:40 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** 380 Bypass

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.

I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

James

**From:** James Rushing [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:43 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

James Rushing  
2705 TRAVIS DR  
MCKINNEY, TX 75072

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Jamile Ashmore  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: comment extension and noise concerns--380 alignment

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** Jamile Ashmore [REDACTED]  
**Sent:** Monday, March 13, 2023 4:22 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>; [REDACTED]; george fuller [REDACTED]; [REDACTED]  
**Subject:** comment extension and noise concerns--380 alignment

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 Stephen and others,

I am formally requesting the following. Also, please add the additional comments to the public record.

- 1) An extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect the individual residents, communities, and businesses affected by Option A.
- 2) A meeting with TxDOT and the consulting acoustician, Robert Brenneman.

There has not been enough time allowed to read the 500+ page noise document. It is unlikely that stakeholders (residents, city leaders) can understand the technical study, which is essential to making informed decisions. Below are some growing concerns based on consult with acousticians and noise pollution experts:

- 
- We
- have taken our own acoustic measurements in Tucker Hill, and they do not align with what is being reported in the noise data document. It also does not appear that the additive effect of the North-South portion of the current preferred alignment was considered.
- Therefore, we need more information on the estimates and methodology used to measure current and predicted future noise. I live deep within Tucker Hill and can currently hear 380 traffic in my bedroom with windows and plantation shutters closed.
- 
- 
- 
- 
- It
- appears TxDOT is taking the noise levels all the way up to the legal limit of 67db and beyond in some cases, which is extraordinarily high for any community. This is especially relevant to Tucker Hill, which was designed to be an outdoor community with a
- front porch on every home. These issues do not appear to be addressed in the 500+ pages of noise data.
- 
- 
- Tucker
- Hill should be classified in the “A” activity category on the Noise Abatement Criteria.
- 
- 
- 
- 
- There
- is an established and growing scientific literature indicating that noise pollution generated at levels as low as 55db is associated with physical, psychological,

and behavioral problems (e.g., heart disease, anxiety, sleep disturbance, and dementia). Individuals

- at retirement age and children may be the most susceptible, and they reside 24/7 in areas that will be most affected by the current preferred alignment. Of note, Tucker Hill has many vulnerable special needs adults and children including one that lives in
- our household.
- 

- 
- It
- is imperative that TxDOT, other government entities, and government representatives move away from outdated precedence and use current methods and knowledge to make decisions. At this time it appears that the preferred alignment may put citizens at risk for
- mental health problems and physical disease despite that **another**
- safer, less expensive, and logical alignment option is available. Pollutants (noise and particulate) and physical and psychological pathology can be measured objectively.

- 
- 
- 
- 
- 
- As
- presented by TxDOT, the owners of ManeGait claim that they have built a "new sensory trail" through their own private property. Per TxDOT record, their personal property appears to be the only Manegait related property that would be disrupted by the East
- of Custer alignment. Manegait operations and services would not be effected with the East of Custer alignment per record.


- 
- 
- 
- 
- 
- We
- established years ago that ManeGait does
- not provide
- necessary
- services to protected populations. ManeGait's past unscrupulous efforts to mitigate the East of Custer alignment is documented and confirmed (e.g., falsifying public comment sent to TxDOT).

- 
- 
- 
- 
- The
- ManeGait facility, horses, and parks can be moved. Indeed, a proposed land swap in the City of McKinney was under consideration, and ManeGait refused.
- 

In collaboration with citizens it is the responsibility of government related entities and city leaders to work together to make decisions that protect the fiscal, physical, and emotional well-being of the residents they represent. At this time it does not appear all relevant information has been considered in the 380 by-pass decision making process.

Please grant an extension for comments and set a meeting that will help us all better understand the pollutant issues as well as other ongoing issues.

Sincerely,

Jamile A. Ashmore, Ph.D.  
Board Certified in Clinical Health Psychology  
214-477-9275  


**From:** Jamile Ashmore [REDACTED]  
**Sent:** Wednesday, April 19, 2023 4:21 PM  
**To:** Ceason Clemens; Stephen Endres  
**Subject:** Hwy 380 Comments--Alignment A vs B

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.

Texas Department of Transportation (TxDOT) c/o Stephen Endres:

Re: Comments for DEIS Highway 380 Bypass alignment A vs B

I adamantly oppose TxDOT's current preferred alignment (**Segment A**) because: 1) it is fiscally irresponsible to the taxpayers costing over \$150 million more than the alternative B, 2) TxDOT applied criteria to support their decision inconsistently, and 3) TxDOT provided numerous omissions, biases, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

I believe that by selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. **This decision is made more egregious with the existence of a viable lower impact alternative.** It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

Please do not proceed with this project without a rigorous study of all designs and pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

There is unequivocal scientific evidence showing that highway design as well as traffic air, noise, and other pollutants are associated with human harm. Because current environmental and related laws may not require TxDOT to complete certain analyses DOES NOT remove TxDOT's moral culpability from making decisions that may put humans in harm's way. **Family members living in my household suffer from chronic conditions and are at increased risk for health problems**

**(e.g., CVD, autism, eosinophil  
built as designed.**

The following comments and concerns support the above assertions. These comments are not a complete list of errors or omissions in the EIS study, but they are those that I had time to uncover given time restraints and without extensive expert consultation.

Per the required processes, I respectfully request that TxDOT address each individual comment, concern, issue and request mentioned below, which are organized and embedded within 14 main topics. In addition, please answer each specific question posed under each main topic.

**I. The facts as TxDOT presents them appear to support Segment B over Segment A**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the long-term, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “ManeGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over ManeGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of ManeGait. The founder of ManeGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the



false claim that ManeGait provides misrepresentation and may have swayed public opinion. **I personally addressed this issue in writing and in person with TxDOT and requested that TxDOT make a public statement correcting the misleading information about the protected groups of individuals. To date, I am not aware of any corrective measures.**

Based on the facts above and in direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

#### Questions:

- Explain in detail, based on the above and in layman's terms, how TxDOT concluded segment A is the optimal choice. If factors other than those listed here and in the matrix were used in the decision, please list them.
- Explain why TxDOT did not publicly correct any public statements that could have misled the public in thinking that ManeGait provides "essential" services to individuals with special needs.
- Explain why there are discrepancies in the use of the criteria used to choose segment C vs D compared to segment A vs B. For example, cost was a reported reason for choosing C vs D, but alignment A is ~\$200 million more than B. Explain ALL discrepancies AND the methodology used (e.g., weighting of criteria) in TxDOT's decision making across all HWY 380 segments. Simply stating that "many factors" are used or referring me back to documents to read is unacceptable. Provide explanations in layman's terms.

## II. Noise Pollution

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around ManeGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber ManeGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

**My house is on the corner of Darrow and Addison about .4 miles from HWY 380. Using a sound level meter that complies with national standards and set to A weighting and fast rate (consistent with what appears to have been the methodology in the EIS) I measured the highway noise levels across several weekdays from 5:30 am – 8:00 am. Readings across time averaged between the low 40s dB to the high 50s dB with roadway noise spiking into the high 60s dB. These readings are with the current 6 lane highway with stop lights. The impact of 8 lanes surrounding the south and east side of the neighborhood with no stop lights will very likely bring the noise level well into the harmful and annoyance range. Again, my home is ~.4 miles away from the current highway.**

#### Questions:

- In layman's terms explain the methods and result of the noise study, including weakness of the study.
- Where were the sound receptors placed in the original noise study.
- Was the proposed highway along the south and east of Tucker Hill assessed and used in the predictive sound models models?
- Were the demographics (e.g., age, disabilities) of residents potentially susceptible to noise in Tucker Hill and Stonebridge Ranch identified / studied? If so, please provide that data. If not assessed explain why not.
- Explain in layman's terms the validation study used within the noise study.
- Why was only 1 day of data used to validate the noise study predictions? What time of day was the data for the validation study collected and what was the time frame of sampling (e.g., 10 minutes, 60 minutes)?
- Why wasn't Tucker Hill classified as a Category A community?
- Explain how potential harm to a human outweighs the costs of sound barriers.
- What are the possible harms associated with traffic noise as outlined in the current scientific literature?
- Did the DEIS noise study take into account the shift of the alignment closer to Tucker Hill on the east side of Tucker Hill?
- What is the rationale for making the alignment shift closer to Tucker Hill and away from Billingsley's property?

### III. Community Impacts

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces and without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day.

Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Large groups of High School students regularly come to take photos in our parks during special events (e.g., prom, homecoming). Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) that use these facilities. Once again, this is an egregious omission and appears to show substantial bias for

ManeGait, not yet built parks  
residents.

Questions:

- Were the demographics (e.g., age, disabilities) of residents and community visitors who use tucker Hill facilities and participate in events been identified / studied? If so, please provide that data. If not assessed explain why not.

#### IV. Aesthetic Impacts

TxDOT has not completed the required aesthetic impact analysis for the whole project including portions of the preferred alignment that surround Tucker Hill on the South and East sides as well as other neighborhoods.

Questions:

- Why was the aesthetic impact around Tucker Hill, Billingsley property, and the West Grove retail and cultural development not assessed?
- What are the aesthetic impacts (positive and negative) of the A alignment noted above.

#### V. Traffic Analysis

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using linear regression analyses could be acceptable if the baseline year for traffic growth is 2020. **In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind.** TxDOT's traffic analysis continues to be flawed and incomplete.

Questions:

- Has an updated traffic analysis been completed using a valid baseline year? If so, present the results including a side by side comparison of the original results using the invalid year with results from the updated model.
- Are TxDOT's population growth estimates consistent with other government agencies? If not, why not. Please validate your population estimates and report validation methodologies and results.

#### VI. Two 90 degree curves

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

#### Questions:

- What is the increased risk of accidents for the two 90 degree curves designed into alignment A studied when compared to the risk of alignment B, which has no sharp curves?
- Why didn't TxDOT study this issue?
- What is the expected speed decrease required for the 90 degree curves?
- What is the projected increase in noise and pollution impacts caused by rapid deceleration and acceleration caused by the two 90 degree curves?

### VII. Community Cohesion

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

**Concluding that the current HWY 380 is already a severing barrier; therefore, the new alignment will not have a negative community and cultural impact is incorrect. Me, my family, and many residents cross Hwy 380 on bike or foot regularly to enjoy the Stonebridge Ranch trails or walk to restaurants and stores about a ½ mile away (e.g., Fuzzy's Taco, EJ Willis Pub, Circle K). We are also looking forward to the ability to walk to the new Whole**

**Foods grocery store and entertainment and dining venues of West Grove less than a mile away. This will be impossible for anyone living on the North side of alignment A if it is chosen.**

Questions:

- Explain how residents living north of 380 will be able to walk or bike across 380 to enjoy the walking paths, shops, restaurants, and stores if segment A is built?
- How is TxDOT going to address the school district issues as described above.

**VIII. Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood? **Seconds matter in an emergency.**

Questions:

- How much longer will it take for EMS to get into Tucker Hill and other neighborhoods and deliver someone to the Baylor Scott & White Hospital 1 mile away during construction and after the alignment A is built.
- Will the noise and air pollution during construction put someone at risk for health problems? If TxDOT's position is no, then please prove this position with valid data.
- Was construction and noise pollution for both the south and east portions of the alignment that surround Tucker Hill considered? If so, please describe in layman's terms how it was analyzed and what the results were.
- Did TxDOT assess the number of residents that would be effected by construction disruptions as well as delayed EMS services that have a pre-existing health condition? If so, please present the data. If not, why not?

**IX. Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional

noise pollution, air pollution and even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

#### Questions:

- Why was this shift made? Include information about its impact on Billingsley's property.
- Are the analyses in current DEIS based on this shift? If so, list all analyses that took this shift into account (e.g., air & noise pollution, aesthetic impact, environmental impact).

## **X. Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented in the scientific literature. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown into and settle on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce

pollution from non-tailpipe sources

friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

Questions:

- Even if not required to be measured by TxDOT, what are the currently known traffic air pollutants considered toxic that may pose a risk to humans?
- Why was 1 mile an hour wind used in the air pollution models versus the actual average wind speed in McKinney?
- Was air pollution modeled taking into account the south and east portions of the proposed Hwy that surrounds McKinney?
- Was wind direction taken into account in the predictive models? If not, why not?

## **XII. Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

Questions:

- Did TxDOT vet comments for validity?
- Why were invalid comments not stricken from the record and the public was not made aware?

## **XIII. NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

**XIV. In order to ensure resolution and the creation of the best project possible, I request that:**

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Ensure that any Final Environmental Impact Statement (FEIS) has a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

Sincerely,

Jamile A. Ashnore, PhD.  
7213 Darrow Dr., McKinney, TX 75071  
214-477-9275

**The following is a sample of reports and studies used, in part, to support of the above.**

Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)



11. [TxDOT 2018 Technical Report Change Assessment](#)

### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)
10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)

17. [Fertility and Sterility 2019 crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)
35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)

50. [Environmental Health Persp and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire-road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)

15. [The Conversation 2020 Air cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)
19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)
17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)

18. [Harvard School of Public H](#)
19. [CDC 2022 Climate Effects on Health](#).
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

### Resources

1. [TxDOT 2022 DEIS](#)

**From:** Jan Chapman [REDACTED]  
**Sent:** Friday, March 10, 2023 12:42 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Jan Clare [REDACTED]  
**Sent:** Wednesday, March 29, 2023 7:09 AM  
**To:** Stephen Endres  
**Subject:** Support of Segment A of Hwy. 380 Bypass

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 am writing in support of Segment A. I appreciate your professionalism during this long process. You do not have an easy job! As a resident of Walnut Grove, I am also asking you to consider implementing the Alternative Plan for the 380/Custer intersection. It seems safer and much less complicated.

Sincerely,

Jan Clare

[Sent from Yahoo Mail for iPad](#)

**From:** Jan Forth [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:01 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

Stephen Endres

TxDot

### **NO to Segment A**

As a homeowner and citizen of McKinney, TX, I strongly **OPPOSED** the construction of **Segment A** for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDot has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens, throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Jan Forth



**From:** Jane Schrick [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:22 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Janet Herndon [REDACTED]  
**Sent:** Thursday, March 16, 2023 8:53 PM  
**To:** Stephen Endres  
**Subject:** NOto Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Janet Herndon



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I Oppose Segment "C" Catastrophical  
as it will effect many residences +  
Effect Wild life + rural lands.  
Destroy Forest + woodlands and will displace  
wild life in this area. THIS IS NOT A GOOD OPTION!!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: JANET L BEAMAN

Address: 4121 OKlahoma Dr

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Plano, TX 75124

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, January 23, 2023 8:45 AM  
**To:** Janet Gagnon [REDACTED]  
**Subject:** RE: 380 Bypass

The comments from the public meeting are included in the public meeting summary which is located at following links.

<https://www.keepitmovingdallas.com/projects/us-highways/us-380-environmental-impact-statement-from-coit-road-to-fm-1827>

[https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380\\_PublicMeetingDocumentation\\_1%20of%204\\_08.16.2022.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380_PublicMeetingDocumentation_1%20of%204_08.16.2022.pdf)

[https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380\\_PublicMeetingDocumentation\\_2%20of%204\\_08.16.2022.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380_PublicMeetingDocumentation_2%20of%204_08.16.2022.pdf)

[https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380\\_PublicMeetingDocumentation\\_3%20of%204\\_08.16.2022.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380_PublicMeetingDocumentation_3%20of%204_08.16.2022.pdf)

[https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380\\_PublicMeetingDocumentation\\_4%20of%204\\_08.16.2022.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/APPROVED%200135-02-065etc%20US380_PublicMeetingDocumentation_4%20of%204_08.16.2022.pdf)

Stephen Endres

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**From:** Janet Gagnon [REDACTED]  
**Sent:** Friday, January 20, 2023 8:24 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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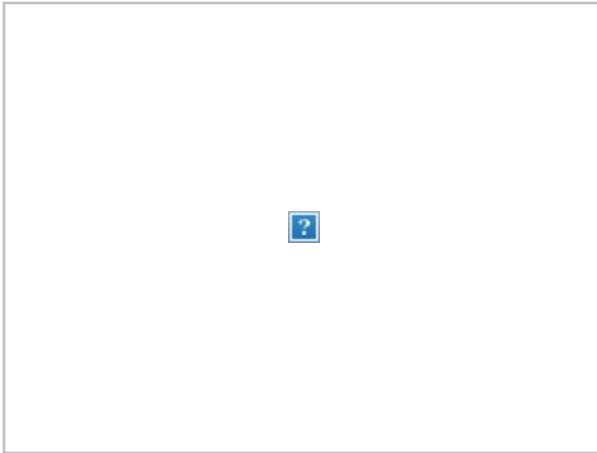
Dear Mr. Endres,

I have reviewed the posted DEIA for 380 Bypass and its attachments. However, I do not see the written comments that I submitted to you via your website contained in Attachment F. Where exactly are my

written comments reflected in this document? Did you lose the written comments submitted by residents that used the online website for submission? It is very alarming to me that this document has been published publicly and is incomplete and inaccurate.

Sincerely,

Janet M. Gagnon  
1991 Sunset Trail  
McKinney, TX 75071



**From:** Jason McClintock [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:38 PM  
**To:** Stephen Endres  
**Subject:** Strongly OPPOSE Segment A of the 380 Bypass

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.

Stephen,

I'm a resident of Stonebridge and I strongly oppose the construction of segment A. The correct decision would be to use Segment B, which is cheaper and will lessen the tax burden for McKinney residents. Segment B would also destroy less businesses and homes!

I STRONGLY urge you to implement Segment B.

Thank You,  
Jason McClintock

**From:** Jason Reed [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:12 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** haTts [REDACTED]  
**Sent:** Monday, April 3, 2023 11:02 AM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 Bypass, NE 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.

Senator Paxton, Representative Leach, and Mr. Endres:

I strongly oppose Segment C and I support Segment D. There are fewer homes and businesses affected. I am also worried about the damage and destruction to the largest remaining forest in central Collin County.

Regards,  
Jason Reiss  
McKinney TX



**From:** jason thurow [REDACTED]  
**Sent:** Tuesday, March 14, 2023 2:56 PM  
**To:** Stephen Endres  
**Subject:** OPPOSE 380 Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Jason Thurow

**From:** Jay Zonouzy [REDACTED]  
**Sent:** Tuesday, April 4, 2023 8:46 PM  
**To:** Stephen Endres  
**Subject:** No to segment A, 380 by pass

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. Enders,

As a long time residence of Stonebridge Ranch community, I strongly oppose the proposed segment A, of 380 by pass.

Segment A , is a much more costly, longer construction, and more intrusive proposal. will destroy more homes and business and disrupts the lives of over 36000 SBR residents. As one of the earliest and established communities with large number of residents in this part of McKinney, the damage/ loss of business/ loss of homes will be much more severe than the communities affected by your alternate segment B.

The decision should be based on logic and cost and not by pressure by smaller but more affluent communities in segment B.

Even looking at the plan, the proposed segment A, with a 90 degree sudden sweep north, does not look well engineered compared with segment B, with a gradual sweep that goes through less populated areas before joining the the north leg of the bypass.

This should be decision based on logic, design, cost and less impact on residents.

Considering all of this, the only logical and practical choice should be Segment B.

Thank you,

Jay Zonouzy and Family

22 year resident of Stonebridge Ranch

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:58 AM  
**To:** Meyer, Jayme [REDACTED]  
**Subject:** RE: 380 Bypass in Mckinney

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Meyer, Jayme [REDACTED]  
**Sent:** Friday, February 17, 2023 3:02 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass in 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.

Hi Stephen,

I am a resident of McKinney and writing to tell you that I oppose the route C option of the 380 Bypass. I really oppose all options, I am sick of the massive growth in Mckinney and taking away of the beauty this place was. If any have to be done, I prefer the option that disrupts the least amount of homes.

Thank you

**Jayme Meyer**  
AmerisourceBergen Corporation  
Finance Manager, SPS FP&A

Cell: 469.396.4569

5025 Plano Pkwy

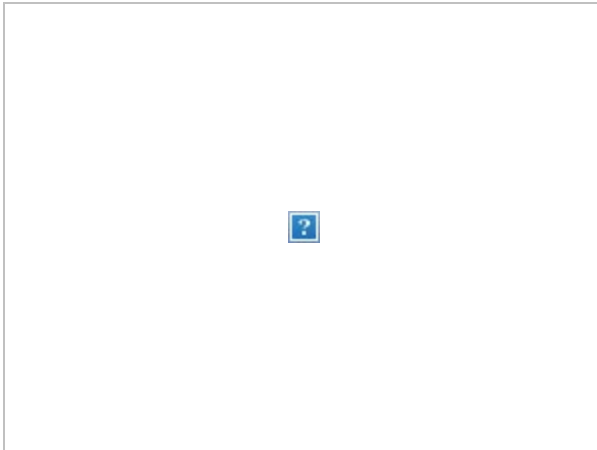
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**From:** Jacob Seyb [REDACTED]  
**Sent:** Friday, March 10, 2023 8:10 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

# **Technical Review of Supporting Data and Analyses in**

## **TxDOT US 380 Coit Rd to FM 1827 Draft Environmental Impact Statement**

**Segment C-D Focus Area – SH 5 to FM 1827**

## Table of Contents

<b><u>Analysis Flaws and Data Errors</u></b>	<b><u>3</u></b>
Purpose and Need – Level of Service .....	3
Engineering – Total Segment Length.....	3
Engineering – Utility Conflicts .....	3
Engineering – Utility Relocation Costs .....	4
Residential, Commercial, and Other Displacements.....	4
New Right-of-Way Required.....	5
Environment and Natural Resources – Wetlands .....	5
Environment and Natural Resources – Streams .....	6
Environment and Natural Resources – Habitat Impacts .....	7
Community Impacts – Division of Communities .....	7
Community Impacts – Environmental Justice .....	8
Cultural Resources – Historic Properties.....	8
Total Estimated Costs.....	8
Stakeholder, Agency, and Public Input.....	9
Segment Selection Criteria .....	9
Identification of Preferred Alternative.....	10
<b><u>Displacement Data Errors</u></b>	<b><u>12</u></b>
Details and Potential Corrections.....	12
Figure 1. Displacement Totals by Segment .....	14
Figure 2. Residential Displacements .....	14
Figure 3. Business and Community Resource Displacements.....	16

## Analysis Flaws and Data Errors

The table on the following pages identifies analysis flaws and data errors discovered within the Draft EIS and accompanying Public Hearing Materials. Each row in the table includes the location and a description of the error or flaw, supporting documentation detailing why an item is an error, information describing how an error or flaw could be corrected, and when possible, a potential correction for the error or flaw. Data from the accompanying Draft EIS Appendices are referenced whenever possible to support claims.

Error Location/References	Error Details
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 2.3 Comparison of Reasonable Alternatives and the No-Build Alternative</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Purpose and Need                             <ul style="list-style-type: none"> <li>▪ Level of Service (LOS)</li> </ul> </li> </ul> </li> </ul>	<p><b><u>Error</u></b>                      Segment D is listed as having a lower Level of Service than Segment C, which TxDOT defines as experiencing minimal traffic delays, compared to Segment C which will experience no delays.</p> <p><b><u>Details and Potential Corrections</u></b>                      The Traffic Analysis in Appendix I of the DEIS reveals that Segment D carries 27% more average daily traffic and has faster average moving speeds than Segment C, which appears to indicate Segment D should have an equivalent or better Level of Service than Segment C.</p>
<ul style="list-style-type: none"> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Engineering                             <ul style="list-style-type: none"> <li>▪ Total Segment Length</li> </ul> </li> </ul> </li> </ul>	<p><b><u>Error</u></b>                      Segment C is listed as 4.7 miles and Segment D is listed as 4.9 miles while the Key Takeaways column states that, “Segment C is 0.2 miles longer than Segment D.”</p> <p><b><u>Details and Potential Corrections</u></b>                      Either the segment lengths provided are incorrect, or the Key Takeaways statement is incorrect. This error may have affected the calculation of the total length of the Build Alternatives in Section 2.3 of the DEIS.</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 3.4 Utility Relocation</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Engineering                             <ul style="list-style-type: none"> <li>▪ Major Utility Conflicts</li> </ul> </li> </ul> </li> </ul>	<p><b><u>Error</u></b>                      Segment C is listed as having only 2 major utility conflicts.</p> <p><b><u>Details and Potential Corrections</u></b>                      The utility conflict tables (Figures 3-15, and 3-18) in Section 3.4 of the DEIS reveal that several subsurface utilities along Segment C are missing from consideration, including the following major and minor utilities:<sup>1</sup></p> <ul style="list-style-type: none"> <li>▪ Two (2) 48” NTMWD Wastewater Pipelines crossing FM 2933 and running parallel to CR 331 and CR</li> </ul>

<sup>1</sup> This list is NOT an exhaustive list of all missing subsurface utilities.



Error Location/References	Error Details
	<p>335.</p> <ul style="list-style-type: none"> <li>▪ At least six (6) North Collin WSC Pipelines running in the vicinity of FM 2933, CR 331, and CR 338.</li> </ul> <p>Several of the utilities that are missing from consideration in Section 3.4 are depicted on the Design Schematics in Appendix B of the DEIS.</p> <p>Including the missing major utilities increases the total major utility conflicts for Segment C to at least 4, and increases the estimated utility relocations and accommodations cost by an uncalculated amount.</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 3.4 Utility Relocation</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Engineering                             <ul style="list-style-type: none"> <li>▪ Major Utility Conflicts</li> </ul> </li> </ul> </li> </ul>	<p><b><u>Error</u></b> Segment D is listed as having an estimated utility relocation cost of \$73M.</p> <p><b><u>Details and Potential Corrections</u></b> The utility conflict tables (Figures 3-17, and 3-18) in Section 3.4 of the DEIS reveal that four (4) of the six (6) major utility conflicts for Segment D are crossings that “may not require relocation.” Additionally, Figure 3-19 states that any relocations or encasements would be for “short segments” of the utilities. The total relocation costs for Segment D assume all of these potential utility conflicts require relocation or encasement, including utilities that are crossed by a complete span over the utility easement.</p> <p>The utility relocation totals presented for Segment D are approximately the same as Segment A (\$73M vs. \$74.7M). Unlike Segment D, Segment A requires full relocation or reconstruction of five (5) of its six (6) major utility conflicts, yet the utility relocation cost estimates are equivalent.</p> <p>Correcting the cost estimates for relocating/encasing “short segments” of major utilities along Segment D and/or removing the costs for major utilities that “may not require relocation” decreases the estimated utility relocations and accommodations cost by a significant amount.</p> <p>It is unclear how TxDOT calculated the utility relocation cost estimates. During the TxDOT public meetings, neither Burns McDonnell engineers or TxDOT engineers were able to determine how the estimated costs were calculated per utility conflict or why utility relocation costs were included for utilities that were entirely spanned by a segment.</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 3.1 Right-of-Way/Displacements</li> <li>◦ Appendix B: Design Schematics</li> <li>◦ Appendix D: Segment Potential Displacement Maps</li> </ul> </li> </ul>	<p><b><u>Error</u></b> Please refer to the section of this document entitled “Displacement Data Errors” for a description of the errors affecting displacements.</p> <p><b><u>Details and Potential Corrections</u></b> Comprehensive information discussing the errors and potential corrections is located in the section of</p>

Error Location/References	Error Details																						
<ul style="list-style-type: none"> <li>◦ Appendix K: Community Impacts Assessment Technical Report</li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Displacements and Right-of-Way Requirements                             <ul style="list-style-type: none"> <li>▪ Residential Displacements</li> <li>▪ Business Displacements</li> </ul> </li> </ul> </li> </ul>	<p>this document entitled “Displacement Data Errors.”</p> <p>For reference, listed below are the displacement totals for Segments C and D based on the classification criteria discussed in that section:</p> <ul style="list-style-type: none"> <li>▪ <u>Segment D – Displacements:</u> <table border="1" data-bbox="1176 337 1480 487"> <thead> <tr> <th>Direct/Induced</th> <th>Logical</th> </tr> </thead> <tbody> <tr> <td>◦ Residential:</td> <td>8</td> <td>12</td> </tr> <tr> <td>◦ Business:</td> <td>17</td> <td>17</td> </tr> <tr> <td>◦ Community Resource:</td> <td>0</td> <td>0</td> </tr> </tbody> </table> </li> <li>▪ <u>Segment C – Displacements:</u> <table border="1" data-bbox="1176 487 1480 636"> <thead> <tr> <th>Direct/Induced</th> <th>Logical</th> </tr> </thead> <tbody> <tr> <td>◦ Residential:</td> <td>22</td> <td>36</td> </tr> <tr> <td>◦ Business:</td> <td>19</td> <td>29</td> </tr> <tr> <td>◦ Community Resource:</td> <td>2</td> <td>7</td> </tr> </tbody> </table> </li> </ul>	Direct/Induced	Logical	◦ Residential:	8	12	◦ Business:	17	17	◦ Community Resource:	0	0	Direct/Induced	Logical	◦ Residential:	22	36	◦ Business:	19	29	◦ Community Resource:	2	7
Direct/Induced	Logical																						
◦ Residential:	8	12																					
◦ Business:	17	17																					
◦ Community Resource:	0	0																					
Direct/Induced	Logical																						
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◦ Business:	19	29																					
◦ Community Resource:	2	7																					
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 2.3 Comparison of Reasonable Alternatives and the No-Build Alternative</li> <li>◦ 3.1 Right-of-Way/Displacements</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Displacements and Right-of-Way Requirements                             <ul style="list-style-type: none"> <li>▪ Amount of New Right-of-Way Required</li> </ul> </li> </ul> </li> </ul>	<p><b>Error</b></p> <p>Segment C is listed as requiring 209.6 acres of new ROW for an estimated \$114.2M, and Segment D is listed as requiring 228 acres of new ROW for an estimated \$118.9M. The Key Takeaways column states that “Segments B and D would have greater acquisition costs for fewer acres of land.”</p> <p><b>Details and Potential Corrections</b></p> <p>Segment C has a greater estimated cost per acre than Segment D:</p> <ul style="list-style-type: none"> <li>▪ Segment C: \$544,847.33/acre</li> <li>▪ Segment D: \$521,491.23/acre</li> </ul> <p>Either the new ROW acres required and/or cost estimates provided are incorrect, or the Key Takeaways statement is incorrect.</p>																						
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 2.3 Comparison of Reasonable Alternatives and the No-Build Alternative</li> <li>◦ 3.10 Water Resources</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Environment and Natural Resources                             <ul style="list-style-type: none"> <li>▪ Acres of Jurisdictional Wetlands</li> </ul> </li> </ul> </li> </ul>	<p><b>Error</b></p> <p>Segment C is listed as affecting 0.03 acres of wetlands, and Segment D is listed as affecting 0.57 acres. These totals do not match the totals provided in Section 2.3, Figure 2-15 of the DEIS, nor do they match data provided in the appendices of the DEIS (see below).</p> <p><b>Details and Potential Corrections</b></p> <p>The Water Resources analysis in Appendices D and N of the DEIS in conjunction with the Design Schematics in Appendix B produce very different totals when attempting to calculate the area of wetlands affected by each segment. The area of wetlands crossed by the roadways themselves</p>																						

Error Location/References	Error Details
	<p>(excluding all medians) for each segment is listed below:</p> <ul style="list-style-type: none"> <li>▪ Segment C: 10.7 acres of wetlands located primarily within the large forest bisected by the segment.</li> <li>▪ Segment D: 2.4 acres of wetlands.</li> </ul> <p>It is unclear how TxDOT calculated the area of wetlands affected. During the TxDOT public meetings, neither Burns McDonnell engineers or TxDOT engineers were able to determine how the totals were calculated. One engineer suggested that a wetland is not considered affected if the wetland is under a bridge. However, if that is the case, then the affected area of wetlands for both segments is 0.0 acres since all wetland crossings are bridged.</p> <p>Another consideration is whether wetland crossings result in “permanent impacts” or “temporary impacts” to the wetlands. Given that the wetlands crossed by Segment C are classified as “forested wetlands,” any crossings of the wetlands using bridges would permanently change the wetlands by eliminating the old growth trees. Equivalent forestation would not be able to return under a bridge due to the altered conditions, including reduced sunlight, resulting in permanent environmental and ecosystem changes. Therefore, it would appear that any crossings of “forested wetlands” would result in “permanent impacts” to the wetlands instead of “temporary impacts.”</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 2.3 Comparison of Reasonable Alternatives and the No-Build Alternative</li> <li>◦ 3.10 Water Resources</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Environment and Natural Resources                             <ul style="list-style-type: none"> <li>▪ Protected Species and their Potential Habitats</li> </ul> </li> </ul> </li> </ul>	<p><b>Error</b></p> <p>Segment C is listed as having 1 perennial stream crossing, and Segment D is listed as having 3 perennial stream crossings. These totals do not match the totals provided in Section 2.3, Figure 2-15 of the DEIS, nor do they match the Build Alternative Water Feature tables in Section 3.10 of the DEIS.</p> <p><b>Details and Potential Corrections</b></p> <p>The Water Resources analysis in Appendix N of the DEIS reveals that the stream crossings for the segments and Build Alternatives were not totaled or enumerated correctly. It also reveals that Water Feature 292-295 (Clemons Creek) was classified as an intermittent stream, but a branch of the creek, Water Feature 291, was classified as a perennial stream. Both water features should be classified as perennial streams as they carry flowing water year-round through the forested wetlands in the area. The water features only stop flowing during droughts.</p> <p>The disparity in classification appears to have occurred due to different conditions under which each water feature was surveyed. Water Feature 292-295 was surveyed during a phase of the construction of the NTMWD 84-inch Leonard WTP to McKinney No. 4 Treated Water Pipeline at which point Clemons Creek was temporarily diverted near the intersection of the pipeline and the DGNO Railroad. In contrast, Water Feature 291 was surveyed a year prior to the temporary diversion. Additionally, the US</p>

Error Location/References	Error Details
	<p>Army Core of Engineers classifies Clemons Creek as a perennial stream and the wetland determination surveys of the area refer to Clemons Creek as a perennial stream, further indicating that the stream was misclassified during its water feature survey.</p> <p>Taking this information into consideration, Segment C crosses at least 2 perennial streams. Further examination is necessary to determine if other streams were misclassified as perennial, intermittent, or ephemeral along Segments C and D.</p>
<ul style="list-style-type: none"> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Environment and Natural Resources                             <ul style="list-style-type: none"> <li>▪ Protected Species and their Potential Habitats</li> </ul> </li> </ul> </li> </ul>	<p><b>Error</b></p> <p>The Key Takeaways column states, “Segment C is less impactful than Segment D as the area near Segment D includes floodplains where more forested and wetland habitats are located.”</p> <p><b>Details and Potential Corrections</b></p> <p>Data presented in the same section of the Segment Analysis Matrix as well as the Biological Resources data in Appendix O of the DEIS and the Water Resources analysis discussed previously reveals that Segment C affects 72% more acres of forest, 112% more feet of rivers and streams, around 8 more acres of wetlands, and crosses 2 more wooded habitats than Segment D. Additionally, Segment C destroys more of the potential stop-over habitats for Black Rail and Whooping Crane within the forest and wetlands along Clemons Creek and the East Fork Trinity River. Section 3.11 of the DEIS states that the Blue Alternative, which includes Segment C, “would potentially clear the most forested habitat (combination of upland, bottomland, and riparian forests and shrublands) ... compared to the other Build Alternatives.”</p> <p>Segment C <u>CANNOT</u> be “less impactful” to any of these habitats since more forested and wetland habitats are affected by Segment C and less are affected by Segment D.</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 3.6 Community Impacts</li> <li>◦ Appendix K: Community Impacts Assessment Technical Report</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Community Impacts and Cultural Resources                             <ul style="list-style-type: none"> <li>▪ Community Facilities Affected or Separated from Neighborhoods</li> </ul> </li> </ul> </li> </ul>	<p><b>Error</b></p> <p>Segment C is listed as not bisecting any subdivisions not already separated by existing US 380.</p> <p><b>Details and Potential Corrections</b></p> <p>The Segment Potential Displacement Maps in Appendix D of the DEIS reveals that Segment C would divide the farming/ranching and residential communities along and around FM 2933, CR 338, CR 332, CR 329, and Peacock Trl. Although these areas are not high-density urban developments, the rural/suburban communities would be divided by Segment C. No divisions of communities would occur on Segment D.</p>

Error Location/References	Error Details
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 3.6 Community Impacts</li> <li>◦ Appendix K: Community Impacts Assessment Technical Report</li> </ul> </li> </ul>	<p><b><u>Error</u></b>                      Three (3) residences along Segment D are classified as “potentially low-income,” and no residences along Segment C are classified as “potentially low-income.”</p> <p><b><u>Details and Potential Corrections</u></b>                      The Community Impacts Assessment Technical Report in Appendix K of the DEIS reveals that census block groups were used to determine whether individual residences are potentially low income. Due to the rural nature of the area surrounding Segments C and D, the geographic size of the census block groups, and the boundaries of the block groups within the area, determinations based solely on block groups are <u>NOT</u> accurate. Several of the residences located along FM 2933, CR 329, CR 332, and Peacock Trl should be classified as low income due to the criteria discussed in 3.2 Site Visit Observations of Appendix K, specifically, but not limited to, “observations of homes appearing to be in disrepair or in need of maintenance.” Additional information can be found in the section of this document entitled “Displacement Data Errors.”</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 3.8 Cultural Resources</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Community Impacts and Cultural Resources                             <ul style="list-style-type: none"> <li>▪ Archeological Sites, Cemeteries, and Historic Properties</li> </ul> </li> </ul> </li> </ul>	<p><b><u>Error</u></b>                      Segment C is listed as not directly affecting recommended NRHP-eligible resources.</p> <p><b><u>Details and Potential Corrections</u></b>                      The Cultural Resources analysis in Appendix L of the DEIS reveals that this criterion currently only includes evaluated NRHP-eligible resources. Several potentially-eligible resources along Segment C have been identified by residents in public comments submitted to TxDOT during previous public meetings. TxDOT has not conducted an evaluation to determine eligibility for any of those resources, despite being granted Rights-of-Entry for affected properties. Affected potentially-eligible resources should be enumerated in the total affected resources metric to provide a complete picture of each segment’s effects.</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 2.0 Alternatives Including the Proposed Action</li> </ul> </li> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Cost</li> </ul> </li> </ul>	<p><b><u>Error</u></b>                      The estimated costs presented for Segments C and D and the Build Alternatives may be inaccurate due to errors in other areas of the Draft EIS and Segment Analysis Matrix identified in this document.</p> <p><b><u>Details and Potential Corrections</u></b>                      After cost calculation issues are addressed in other areas of the Draft EIS and Segment Analysis Matrix as discussed in this document, the total estimated costs for Segments C and D may change, leading to changes in the total estimated costs for the Build Alternatives.</p>

Error Location/References	Error Details
<ul style="list-style-type: none"> <li>• <u>Segment Analysis Matrix</u> <ul style="list-style-type: none"> <li>◦ Stakeholder, Agency, and Public Input                             <ul style="list-style-type: none"> <li>▪ Texas Parks and Wildlife Department</li> </ul> </li> </ul> </li> </ul>	<p><b><u>Error</u></b> The Texas Parks and Wildlife Department is listed as opposing Segments C and D.</p> <p><b><u>Details and Potential Corrections</u></b> The Agency Coordination document in Appendix E of the DEIS reveals that although the Texas Parks and Wildlife Department opposes Segments C and D, it states that it prefers Segment D over Segment C due to its reduced impacts to the environment. This statement is omitted from the Segment Analysis Matrix.</p>
<ul style="list-style-type: none"> <li>• <u>Public Hearing</u> <ul style="list-style-type: none"> <li>◦ Segment Selection Criteria</li> </ul> </li> </ul>	<p><b><u>Error</u></b> Inconsistent or unimportant criteria were selected to justify the preferred alternative decision.</p> <p><b><u>Details and Potential Corrections</u></b> The reasons provided for selecting Segment A over Segment B can be grouped into the following 3 criteria:</p> <ul style="list-style-type: none"> <li>▪ Minimize impacts to existing and future homes:                             <ul style="list-style-type: none"> <li>◦ 1. Displaces fewer homes in comparison to Segment B (2 homes vs. 5 homes).</li> <li>◦ 2. Results in fewer impacts to planned future residential homes.</li> <li>◦ 3. Avoids displacing numerous proposed residences under construction west of Custer Road.</li> </ul> </li> <li>▪ Maximize usage of existing ROW:                             <ul style="list-style-type: none"> <li>◦ 4. Utilizes more of the existing US 380 alignment.</li> </ul> </li> <li>▪ Minimize impacts to community facilities:                             <ul style="list-style-type: none"> <li>◦ 5. Avoid impact to ManeGait Therapeutic Horsemanship property, the subject of substantial public concern.</li> </ul> </li> </ul> <p>In contrast, the following reasons were provided for selecting Segment C over Segment D, one of which does not fall under any of the project build alternative evaluation criteria discussed in the DEIS, and the other 3 reasons can be grouped into 2 criteria:</p> <ul style="list-style-type: none"> <li>▪ This reason does not fall under any criterion:                             <ul style="list-style-type: none"> <li>◦ 1. Expected to draw traffic off FM 1827 by providing better connections to local roadways.</li> </ul> </li> <li>▪ Minimize project costs:                             <ul style="list-style-type: none"> <li>◦ 2. Impacts fewer major utilities.</li> <li>◦ 3. Total segment cost is less than Segment D to construct.</li> </ul> </li> <li>▪ Minimize impacts to floodplains:                             <ul style="list-style-type: none"> <li>◦ 4. Minimizes impacts to 100-year floodplains and regulatory floodways.</li> </ul> </li> </ul>

Error Location/References	Error Details
	<p>Additionally, reviewing the Design Schematics of Segment C in Appendix B of the DEIS in relation to FM 1827 reveals that Segment C travels in a Northwest direction whereas FM 1827 travels in a Northeast direction from the existing intersection of FM 1827 and US 380. It is unclear how or why drivers would travel to the Northwest along Segment C when their intention is to drive to the Northeast along FM 1827. No data is provided indicating that drivers traveling to or from destinations along FM 1827 will stop traveling FM 1827 due to the presence of Segment C.</p> <p>The supporting criteria for selecting Segment A over Segment B do not support the selection of Segment C, and similarly, the supporting criteria for selecting Segment C over Segment D do not support the selection of Segment A, highlighting a fundamental analysis flaw.</p> <p>Applying the Segment A/B supporting criteria to Segments C and D reveals the following:</p> <ul style="list-style-type: none"> <li>▪ Segment D minimizes impacts to existing and future homes.</li> <li>▪ Segment D maximizes usage of existing ROW.</li> <li>▪ Segment D minimizes impacts to community facilities (such as Tara Royal Equestrian Center or a ranch offering therapeutic riding for kids at risk).</li> </ul> <p>Applying the Segment C/D supporting criteria to Segments A and B reveals the following:</p> <ul style="list-style-type: none"> <li>▪ Segment B minimizes project costs.</li> <li>▪ Both segments minimize impacts to floodplains.</li> </ul> <p>The supporting criteria selected for comparing Segments A and B are arguably more valuable than the supporting criteria selected for comparing Segments C and D. Important criteria that should have been selected for comparing Segments C and D include minimizing impacts to homes and businesses, minimizing impacts to the environment (forests, wetlands, wildlife), minimizing impacts to community facilities and resources, minimizing the division of communities, etc. All of these criteria are discarded by the preferred alternative decision to use Segment C over Segment D.</p> <p>Overall, more criteria presented on the Segment Analysis Matrix justifies the selection of Segment D over Segment C.</p>
<ul style="list-style-type: none"> <li>• <u>Draft EIS</u> <ul style="list-style-type: none"> <li>◦ 2.4 Identification of Preferred Alternative</li> </ul> </li> </ul>	<p><b><u>Error</u></b> Segment C was selected over Segment D as a component of the preferred build alternative.</p> <p><b><u>Details and Potential Corrections</u></b> Insufficient documentation and supporting data is supplied in the DEIS to justify the selection of Segment C over Segment D.</p>



Error Location/References	Error Details
	<p>The Feasibility Study recommended Segment D (Red D) as a component of the “Recommended Alignment” detailed in the <i>US 380 Collin County Feasibility Study: Final Report and Implementation Plan</i>, dated March 2020. Despite Segment D’s higher cost and longer floodplain crossing, it was still recommended due to its “fewer residential impacts and displacements.”</p> <p>The supporting criteria selected for comparing Segments C and D in the DEIS is in direct conflict with the conclusion of the Feasibility Study. Additionally, comparing the segment values from the Feasibility Study with the segment values from the DEIS reveals that there have been no significant changes to either the difference in costs or difference in floodplain crossings between the segments:</p> <ul style="list-style-type: none"> <li>▪ Feasibility Study: <ul style="list-style-type: none"> <li>◦ Segment D was 58.9% more expensive than Segment C.</li> <li>◦ Segment D crossed more floodplain than Segment C.</li> </ul> </li> <li>▪ Draft EIS: <ul style="list-style-type: none"> <li>◦ Segment D is 22.5% more expensive than Segment C.</li> <li>◦ Segment D crosses more floodplain than Segment C.</li> </ul> </li> </ul> <p>Reviewing and comparing the remainder of the Segment Analysis Matrix from the DEIS to the preliminary analysis performed during the Feasibility Study reveals that there have been no major changes that justify preferring Segment C over Segment D. In fact, more criteria presented on the Segment Analysis Matrix justifies the selection of Segment D over Segment C.</p> <p>Accounting for and correcting the errors identified and discussed in this document further improves the performance of Segment D over Segment C. When appropriate criteria are selected to evaluate the performance of the segments, it is clear that Segment C should <u>NOT</u> have been included in the preferred build alternative since better options, such as Segment D, are available.</p>



## Displacement Data Errors

The residential and business displacement totals listed for Segments C and D, the displacements identified on maps, and the displacement lists are inaccurate and provide an incomplete picture of the effect the segments have on the surrounding area. Additionally, different determinations of displacements are provided throughout the DEIS, including in the Segment Analysis Matrix, Section 3.1 of the DEIS, Appendix B of the DEIS, Appendix D of the DEIS, and Appendix K of the DEIS. Each section documenting displacements identifies displacements, or provides a list of displacements, or enumerates totals that do NOT match the other sections.

### Details and Potential Corrections

Reviewing the Design Schematics in Appendix B of the DEIS, the Segment Potential Displacement Maps in Appendix D of the DEIS, and the Community Impacts Assessment Technical Report in Appendix K of the DEIS reveals that displacement determinations were affected by the following issues:

- 1. No clearly defined classification criteria to guide determinations.
- 2. Inconsistent classification methods applied throughout the study area.
- 3. Google Street View imagery from 2013 referenced to determine business displacements.

Additionally, the displacement determinations provide an incomplete picture of the effects the segments have on the surrounding area due to the following issues:

- 1. Property impacts are not itemized by segment, and the total number of properties affected is not enumerated by segment.
- 2. Reasonable Person Standard determinations of structure condemnation in conjunction with impacted properties are not considered.

Appendix K defines the terms “potential direct displacement” and “induced” based on the proposed ROW boundary. However, Section 3.1 of the DEIS provides different definitions for “direct displacement” and “induced displacement.” Given the conflicting definitions and inconsistencies present in the displacement data, it is clear that those definitions were either not used when determining displacements, or were irregularly or inaccurately applied. Additionally, those definitions rely on the determination of the ROW boundary. The DEIS provides no information describing how ROW boundaries were determined or why the ROW boundaries were extended in some areas to intersect with existing structures but were not extended in other areas.

The most obvious example of the inconsistencies in displacement determination can be seen in the area of US 380 and CR 330. Reviewing Figure 14 in Appendix K in conjunction with the Design Schematics reveals that a house that is closer to the proposed segment is NOT considered a displacement while a house that is further away is considered a displacement. Additional examples can be observed by comparing the distances from the proposed segment of residences that are considered displacements along Segment D to the distances from the proposed segment of residences that are NOT considered displacements along Segment C. There several other instances across the study area demonstrating the lack of consistency in displacement determination.

In order to ensure accurate and consistent determinations of displacements, the following classification criteria were defined and applied uniformly to the properties and structures located throughout the area surrounding Segments C and D. These definitions reference the boundary of the proposed

design,<sup>2</sup> instead of the proposed ROW, due to the reasons discussed above (the absence of information describing how the proposed ROW was determined and unexplained inconsistencies in the determination of the proposed ROW). To evenly account for the different reference boundary, an additional 15 feet (the primary distance between the ROW boundary and the design boundary) has been incorporated into the classification criteria below.

- **Direct Displacement** – The proposed design of the segment intersects with the primary residence or business structure or passes within 15 feet of the structure (equates to approximately 0 feet from proposed ROW) unless the proposed design parallels an existing roadway boundary.
- **Induced Displacement** – The proposed design of the segment intersects with an auxiliary residence or business structure or passes within 65 feet of the primary residence or business structure (equates to approximately 50 feet from proposed ROW), unless the proposed design parallels an existing roadway boundary.
- **Logical Displacement** – The proposed design of the segment intersects with the property on which the primary residence or business structure resides, or the presence of the segment causes substantial harm to the property or significantly alters its appearance or interferes with its ability to perform its present function.

The following data sources were referenced when determining and classifying displacements for each segment under review:

- Draft EIS, Appendix B: Design Schematics.
- Draft EIS, Appendix D: Segment Potential Displacement Maps.
- Draft EIS, Appendix K: Community Impacts Assessment Technical Report.
- Collin Central Appraisal District, Winter 2023 Aerial Imagery.

Additionally, ground surveys of the affected properties were conducted and property owners were interviewed from January 2023 to March 2023 to identify or confirm the presence of residences, businesses, and community resources.

The tables on the following pages identify residential, business, and community resource displacements along Segments C and D. Any residences or businesses not included in the list were determined to not qualify as a displacement under any of the criteria defined above. Displacements affected by both segments are enumerated under the “Shared” displacements header.

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<sup>2</sup> The proposed design refers to all components of the planned construction, including proposed mainlanes, bridges, ramps, frontage roads, cross streets, shared use paths, etc.

**Figure 1. Displacement Totals by Segment**

	Segment D	Segment C	Shared
<b>Residences</b>			
Direct or Induced	6	20	2
Logical	6	30	6
<b>Businesses</b>			
Direct or Induced	4	6	13
Logical	4	16	13
<b>Community Resources</b>			
Direct or Induced	0	2	0
Logical	0	7	0

**Figure 2. Residential Displacements**

Displacement	Affected by Segment D	Affected by Segment C	Type	Notes
2665 CR 338		✓	Logical	
2371 CR 338		✓	Induced	
2235 CR 338 (Residence 1)		✓	Direct	
2235 CR 338 (Residence 2)		✓	Induced	
2172 CR 338 (Residence 1)		✓	Direct	
2172 CR 338 (Residence 2)		✓	Induced	
2118 CR 338 (Residence 1)		✓	Induced	
2118 CR 338 (Residence 2)		✓	Induced	
1984 CR 338		✓	Logical	
1789 CR 338		✓	Logical	
1974 BELLEMEADE LN (Residence 1)		✓	Logical	
1974 BELLEMEADE LN (Residence 2)		✓	Logical	

Displacement	Affected by Segment D	Affected by Segment C	Type	Notes
2022 WAYSIDE TRL		✓	Logical	
2098 FM 2933		✓	Logical	
2548 FM 2933		✓	Logical	
2516 FM 2933		✓	Logical	
2500 FM 2933 (Residence 1)		✓	Logical	
2500 FM 2933 (Residence 2)		✓	Logical	
1834 CR 329		✓	Direct	Potentially low-income based on ground survey using criteria defined in 3.2 Site Visit Observations within Appendix K of the DEIS.
1836 CR 329		✓	Direct	Potentially low-income based on ground survey using criteria defined in 3.2 Site Visit Observations within Appendix K of the DEIS.
1872 CR 329		✓	Direct	Potentially low-income based on ground survey using criteria defined in 3.2 Site Visit Observations within Appendix K of the DEIS.
2566 CR 332 (Residence 1)		✓	Induced	Potentially low-income based on ground survey using criteria defined in 3.2 Site Visit Observations within Appendix K of the DEIS.
2566 CR 332 (Residence 2)		✓	Induced	Potentially low-income based on ground survey using criteria defined in 3.2 Site Visit Observations within Appendix K of the DEIS.
2550 CR 332		✓	Logical	Potentially low-income based on ground survey using criteria defined in 3.2 Site Visit Observations within Appendix K of the DEIS.
1892 PEACOCK TRL		✓	Direct	
2092 PEACOCK TRL (Residence 1)		✓	Direct	
2092 PEACOCK TRL (Residence 2)		✓	Induced	
1185 W FM 1827		✓	Logical	
2163 E DAVE BROWN RD (Residence 1)		✓	Direct	Historical buildings deemed by contractor as NRHP-ineligible due to disrepair (see DEIS Appendix L, Pg. 963).
2163 E DAVE BROWN RD (Residence 2)		✓	Induced	Historical buildings deemed by contractor as NRHP-ineligible due to disrepair (see DEIS Appendix L, Pg. 963).
2441 CR 330		✓	Direct	
2461 CR 330		✓	Induced	
2495 CR 330		✓	Induced	

Displacement	Affected by Segment D	Affected by Segment C	Type	Notes
3001 WOODLAWN RD	✓		Induced	
2908 WOODLAWN RD (Residence 1)	✓		Direct	
2908 WOODLAWN RD (Residence 2)	✓		Direct	
2904 WOODLAWN RD	✓		Induced	
2902 WOODLAWN RD	✓		Induced	
2900 WOODLAWN RD	✓		Induced	
<b>Shared Displacements</b>				
2229 E UNIVERSITY DR	✓	✓	Direct	Residence vacant following property sale in 2022.
2273 E UNIVERSITY DR	✓	✓	Direct	
2805 E UNIVERSITY DR	✓	✓	Logical	

**Figure 3. Business and Community Resource Displacements**

Displacement	Affected by Segment D	Affected by Segment C	Type	Notes
Business: O'Neal Cattle Ranch 2235 CR 338		✓	Induced	
Community Resource: Blacksmith Shop & Campground 2235 CR 338		✓	Direct	
Business: Borchard Honey Bee Farm 2161 BORCHARD TRL		✓	Logical	
Community Resource: Beekeeping Student Scholarship Site 2161 BORCHARD TRL		✓	Logical	
Community Resource: Horse Rescue 2172 CR 338		✓	Direct	
Community Resource: Llama Rescue 1984 CR 338		✓	Logical	
Business: La Cour Venue 1789 CR 338		✓	Logical	

Displacement	Affected by Segment D	Affected by Segment C	Type	Notes
Business: Vacation Rental 3983 CR 331		✓	Logical	
Business: Miles Cattle Ranch 3983 CR 331		✓	Logical	
Business: Bellemeade Pecan Farm 1974 BELLEMEADE LN		✓	Logical	
Business: Bellemeade Honey Bee Farm 1974 BELLEMEADE LN		✓	Logical	
Community Resource: Shorthorn Show Cattle Ranch for 4-H and FFA Members 1974 BELLEMEADE LN		✓	Logical	
Community Resource: Horse Boarding and Injured Horse Recovery 1974 BELLEMEADE LN		✓	Logical	
Business: Avalon Legacy Ranch (Event Venue) 2022 WAYSIDE TRL		✓	Logical	
Business: Block Hay Farm/Honey Bee Farm 2548 FM 2933		✓	Logical	
Community Resource: Therapeutic Horsemanship for Kids at Risk 2548 FM 2933		✓	Logical	
Business: Tara Royal Equestrian Center 1815 FM 2933		✓	Logical	
Business: Sullivan Carpentry 1834 CR 329		✓	Direct	
Business: Wedding Pearls Venue 1687 FM 2933		✓	Direct	Listed in DEIS as Pearls Wedding Venue.
Business: White Horse Ranch 2040 PEACOCK TRL		✓	Logical	
Business: Arrete Auto Repair 2421 E UNIVERSITY DR, Bldg. 2127		✓	Direct	
Business: Supreme Shutters Co 2421 E UNIVERSITY DR, Bldg. 2125		✓	Direct	

Displacement	Affected by Segment D	Affected by Segment C	Type	Notes
Business: Dent Services LLC Auto Hail Repair 2421 E UNIVERSITY DR, Bldg. 2122		✓	Direct	
Business: Caraway Concrete Construction 2906 WOODLAWN RD	✓		Direct	
Business: Misfits of Christ Garage 2906 WOODLAWN RD, Bldg. B	✓		Direct	
Business: Oak Farms Transportation Parking Lot 2906 WOODLAWN RD	✓		Direct	
Business: Welders of Art 1005 E UNIVERSITY DR	✓		Direct	
<b>Shared Displacements</b>				
Not a Business 2229 E UNIVERSITY DR	✓	✓	None	Carroll's Trucking, LLC moved with former resident/owner to a different location. Property was sold in 2022 and no new business has occupied residence.
Vacant Business 2321 E UNIVERSITY DR	✓	✓	Direct	Building is in disrepair and has been unleased for at least 20 years.
Business: Lone Star Wrecker 2343 E UNIVERSITY DR	✓	✓	Direct	
Business: Safari Towing & Road Service 2353 E UNIVERSITY DR	✓	✓	Direct	
Business: PowerDynamix 2421 E UNIVERSITY DR, Bldg. 2121	✓	✓	Direct	
Private: Leased Space 2421 E UNIVERSITY DR, Bldg. 2115	✓	✓	Direct	Listed in DEIS as Solid Woodmakers, which closed in 2013.
Private: Leased Space 2421 E UNIVERSITY DR, Bldg. 2112	✓	✓	Direct	Listed in DEIS as Whiteside Customs, which closed in 2013.
Business: Vivid Auto Body Shop 2421 E UNIVERSITY DR, Bldg. 2421	✓	✓	Direct	Listed in DEIS as XCEL Auto Repair or Arturo's Auto Repair, which closed or moved prior to 2020.
Business: Texas Metal Company 2431 E UNIVERSITY DR	✓	✓	Direct	
Business: Hernandez Auto Salvage & Auto Repair 2441 E UNIVERSITY DR	✓	✓	Direct	

Displacement	Affected by Segment D	Affected by Segment C	Type	Notes
Business: FnG Commissary Kitchens & Food 2480 CR 330	✓	✓	Direct	
Business: Progressive Water Treatment 2530-2535 E UNIVERSITY DR	✓	✓	Direct	
Business: AmeriGas Propane 2659 E UNIVERSITY DR	✓	✓	Induced	
Business: Parkway Auto Sales 2675 E UNIVERSITY DR	✓	✓	Direct	
Business: Ultimate Dent Repair 2675 E UNIVERSITY DR	✓	✓	Direct	Listed in DEIS as Sonic Auto Hail Repair.
Business: Collin County Truck Parts & Drive Shaft Service 2735 E UNIVERSITY DR	✓	✓	Direct	
Business: Nanos Tire Shop 2775 E UNIVERSITY DR	✓	✓	Induced	
Business: Chokle Consignment Auto Sales 2825 E UNIVERSITY DR	✓	✓	None	Does not qualify as a displacement under any of the criteria defined above.
Business: C&E Auto Sales 2825 E UNIVERSITY DR	✓	✓	None	Does not qualify as a displacement under any of the criteria defined above.



## TxDOT US 380 Draft

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### Key Takeaways: Segment C

- Opposed by over 90 residential and business property owners in a signed petition representing more than 375 people.
- Right-of-Way
  - Divides the communities along FM 2933, CR 338, CR 332, CR 329, and Peacock Trl.
  - Runs through and between a significantly higher number of residences and businesses, disrupting and displacing more people.
  - Substantial number of individual parcels impacted => More litigation, longer timeline, additional costs.
  - Land held primarily by individual property owners and small businesses.
  - Design and cost estimates fail to consider all major and minor utility conflicts.
- Environment and Natural Resources
  - Destroys 71% more acres of forests and woodlands within one of the largest remaining forests in central Collin County, damaging several trees ranging from 100 to over 220 years old.
  - Destroys 141% more acres of grassland and prairie.
  - Disturbs more acres of wetland ecosystems<sup>1</sup> that serve as refuges for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
  - Eliminates a larger area of suitable habitat for threatened/identified “may impact” species.
  - Destroys the unique character of the area’s landscape.
  - Strongly opposed by Texas Parks and Wildlife Department.<sup>2</sup>
- Community and Cultural Resources
  - Interferes with multiple honey bee farms along CR 338 and FM 2933. Honey bees become stressed from persistent noise, which leads to death of colonies.
    - One of the bee farms serves as a Beekeeping Student Scholarship Site.
  - Damages the historical Simmons Dairy Farm by splitting it into pieces and destroying the historical barns. (CR 338)
  - Destroys the blacksmith shop and harms the campground that is used by the Boy Scouts of America and other community organizations to learn metalworking and outdoor survival skills. (CR 338)
  - Disturbs area of potentially high archeological significance surrounding Woodlawn Cemetery and the site of the former Clarksville stagecoach stop and Rock Rest community church and school. (CR 338)
  - Bisects private llama rescue located along Dripping Springs Creek. (CR 338)
  - Eliminates arena from therapeutic horsemanship operation for kids at risk as well as land used for ag exemption. (FM 2933)
  - Tara Royal Equestrian Center (FM 2933)
    - Multi-million-dollar horsemanship facility that houses warmbloods and thoroughbreds.
    - Lodges McKinney Police Department horses.
    - Will have to close down business due to noise from construction and traffic spooking horses, creating dangerous and/or deadly riding conditions for horses and people.
- Traffic Performance
  - Lower average daily traffic carried.
  - Slower average moving speeds.
  - More elevation changes.
- Land Use
  - Disrupts future potential development and land use.
- Protected Classes
  - Displaces elderly and low-income individuals.
  - Displaces active duty military personnel.
  - Displaces widow of Vietnam veteran who recently passed from Agent Orange exposure while serving.
  - Damages property of 70-year-old retired naval veteran.

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<sup>1</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix B: Design Schematics, Appendix D: Segment Resource Specific Maps, Appendix N: Water Resources.

<sup>2</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix E: Agency Coordination.

## TxDOT US 380 Draft

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### Key Takeaways: Segment D

- Recommended by Feasibility Study despite the segment’s cost and floodplain crossing due to its “fewer residential impacts and displacements.”
- Least destructive option overall.
- Right-of-Way
  - Does not divide any communities.
  - Has the fewest residential logical displacements: 6 vs. 30 (excludes shared displacements).
  - Has the fewest business logical displacements: 4 vs. 16 (excludes shared displacements).
  - Has the fewest community resources logical displacements: 0 vs. 7 (excludes shared displacements).
  - Few total parcels impacted => Less litigation, quicker timeline, fewer costs.
  - Land held primarily by real estate investment companies.
  - Less expensive estimated ROW cost per acre.
- Environment and Natural Resources
  - Preserves one of the largest remaining forests in central Collin County by crossing it at its edge and narrowest point.
    - Preserves 71% more acres of forests and woodlands.
    - Preserves 141% more acres of grassland and prairie.
  - Preserves more wetland ecosystems and avoids the large area of wetlands surrounding Clemons Creek and the East Fork Trinity River.<sup>3</sup>
  - Does not affect any protected lands or parks.
  - Respects the uniqueness of Collin County’s landscape.
  - Preferred by Texas Parks and Wildlife Department.<sup>4</sup>
  - Fewer hazardous materials: 2 sites vs. 5 sites.
- Community and Cultural Resources
  - Does not impact any potentially-eligible NRHP structures or other significant artifacts.
- Traffic Performance<sup>5</sup>
  - Carries 27% more average daily traffic.
  - Faster average moving speeds: 66.9 MPH vs. 66.5 MPH.
  - Requires fewer grade-separated interchanges: 2 vs. 4.
  - Improves mobility between Airport Dr and FM 1827.
  - Adds a beneficial second connection near the existing US 380/Airport Dr intersection:
    - Improves access to and mobility for businesses located along Airport Dr, such as Amazon and Encore Wire, and businesses located along existing US 380.
    - Increases utility of new roadway by providing a closer connection to residences and businesses in McKinney.
- Land Use
  - No disruption to future potential development and land use.<sup>6</sup>
- Schematic Design
  - Designed and budgeted to connect to the Spur 399 Extension Project.
  - Terminates to the east of FM 1827, providing a direct connection and interchange with Spur 399.
  - Is designed to direct traffic to the east or to the north at Airport Dr.
  - Does not displace any businesses south of US 380 along Airport Dr.
    - Does not displace RaceTrac or Lattimore Materials.

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<sup>3</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix B: Design Schematics, Appendix D: Segment Resource Specific Maps, Appendix N: Water Resources.

<sup>4</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix E: Agency Coordination.

<sup>5</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix B: Design Schematics, Appendix I: Traffic Data.

<sup>6</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, 3.15.3.1: Existing Land Use and Future Land Use in the AOI.

March 2, 2023

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CSJs 0135-02-065, 0135-03-053, and 0135-15-002 - US 380 MCKINNEY Coit Road to FM 1827 -  
Public Hearing Individual Comments (Emails, Letters, Comment Forms)

# **Community Impacts and Analysis of Segments C and D**

**TxDOT US 380 Draft EIS: Focus Area 3 – SH 5 to FM 1827**

Created by Affected Residents and Businesses

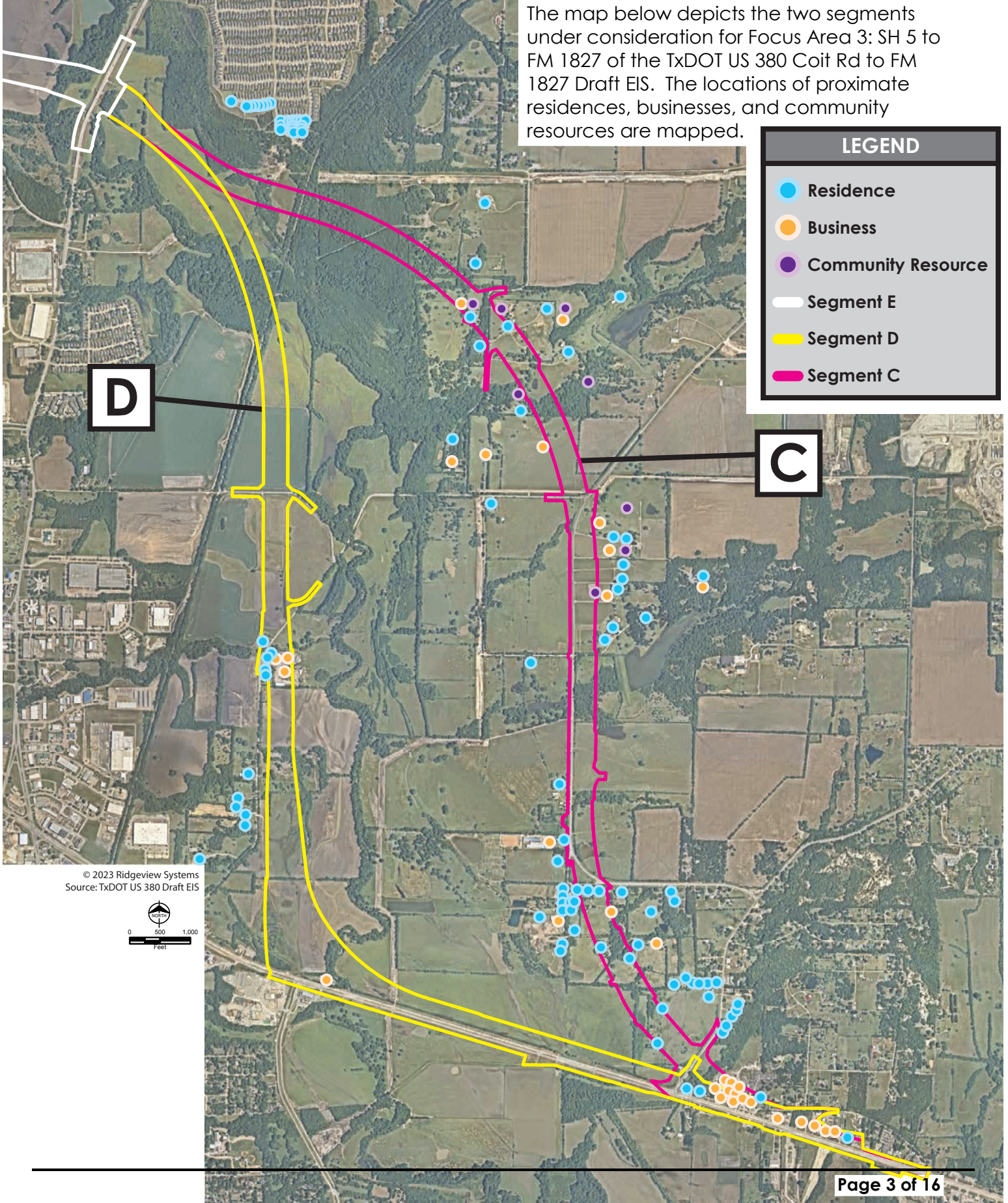
## **Table of Contents**

<b><u>Map of Segments C and D</u></b>	<b>3</b>
<b><u>Areas of Ecological and Historical Significance</u></b>	<b>4</b>
Vegetation Communities by Segment.....	7
<b><u>Segment Displacement Data</u></b>	<b>9</b>
Errors and Inconsistencies in Presented Data.....	9
Collecting Accurate Displacement Data.....	9
Displacement Data Synopsis by Segment.....	10
Detailed Displacement Data by Segment .....	11
Displacements Unique to Segment D .....	11
Displacements Unique to Segment C .....	12
Displacements Shared with Both Segments .....	15
<b><u>Segment Design and Engineering Considerations</u></b>	<b>16</b>



### Map of Segments C and D

The map below depicts the two segments under consideration for Focus Area 3: SH 5 to FM 1827 of the TxDOT US 380 Coit Rd to FM 1827 Draft EIS. The locations of proximate residences, businesses, and community resources are mapped.





## **Areas of Ecological and Historical Significance**

Focus Area 3 has several areas of ecological and historical significance that should be avoided by the selected build alternative. Segment C will irreparably harm the unique heavily-forested wetland ecosystem along its alignment and the wildlife that take refuge there. The segment will also damage or destroy historically significant artifacts and disrupt their connection with the surrounding landscape and its unique features. In contrast, Segment D does not encroach upon, damage, or destroy any wetlands<sup>1</sup> and crosses the shortest distance of heavily-forested woodland.<sup>2</sup> Additionally, it avoids areas of historical significance, preserving the character of the landscape and the environment for future generations.

### **Wetland, Floodplain, and Forest**

The wetland ecosystem is located along and to the north and to the east of the DGNO Railroad and the East Fork of the Trinity River, surrounding Clemons Creek and its interconnecting watercourses. Clemons Creek runs from the north to the south through the wetland and meanders to the east and west. It is an integral part of the habitat, contributing water and nourishment to the wetland and its plant and animal life. Changes to the natural water flow of Clemons Creek and interconnecting streams would damage the water supply to the wetland, permanently altering the ecosystem.

The wetland is home to a mixture of mature hardwoods and secondary forest. It is composed of a variety of tree species, including oaks, walnuts, pecan, mulberry, elm, ash, bois d'arc, and cottonwood. One of the mature American Elms sits on the edge of the wetland and has a circumference of over 174 inches. Based on its circumference, the elm is approximately 220 years old, making it one of the oldest and largest living American Elms in the state of Texas.<sup>3</sup>



**Approximately 220-year-old American Elm tree.**

The wetland is also the habitat for a wide variety of wildlife species, including various mammals, amphibians, reptiles, fish, and birds. Beavers can be observed playing in the streams, felling trees, and building lodges and dams causing small ponds to form. The beaver ponds contribute to the habitat for frogs, turtles, snakes, fish, and river otters.

<sup>1</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix B: Design Schematics.

<sup>2</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix O: Biological Resources.

<sup>3</sup> Texas A&M Forest Service Big Tree Registry.



**One of the beaver ponds constructed in the wetland.**



**A watercourse that meanders through the wetland.**



**A dam in the process of being built by beavers. Felled tree stumps can be observed nearby.**



The wetland serves as a habitat for several species of migratory and non-migratory water and forest birds. The migratory painted bunting and indigo bunting prefer dense, secluded woodlands, and use the forested wetland for nesting, feeding, and resting. Other migratory flocks of birds use the area to rest and hunt, and many varieties of ducks and geese frequent the wetland. The ecosystem also provides a nesting area for several species of egret and heron as well as other water birds.



**Painted Bunting visiting one of the bird feeders in the woodlands.**

**Threatened, Endangered, and Candidate Species**

As a component of the development of the EIS, TxDOT conducted a biological analysis of the project area to determine the project's effects to state- or federally- listed threatened, endangered, and candidate species. The analysis revealed that the wetlands and woodlands surrounding Segment C contained suitable habitats for several of these species,

including the eastern black rail (state- and federally-listed as threatened); the Texas fawnsfoot and alligator snapping turtle (state-listed as threatened and proposed for federal listing); and Louisiana pigtoe, Texas heelsplitter, white-faced ibis, and wood stork (state-listed as threatened). The report also determined the species impact level to be “may impact” for all but one of these species.<sup>4</sup> Construction of Segment C would cause considerably greater harm to these habitats than Segment D.

### **Texas Parks and Wildlife Department**

The Texas Parks and Wildlife Department (TPWD) strongly opposes both Segments C and D. It raises concerns regarding immediate damage to the East Fork Trinity River ecosystem and the additional damage that will result from incurred development along the proposed segments. However, it concedes that if one of the segments must be utilized for the project, “which TPWD advises against, then Segment D is preferable to Segment C.”<sup>5</sup>

TxDOT's analysis of the effects on environmental resources indicates that Segment D has a reduced potential for induced growth compared to Segment C due to land development restrictions posed by the presence of the East Fork Trinity River 100-year floodplain.<sup>6</sup> The restrictions would ensure that additional damage to the environment from potential incurred development is limited.

The Ecological Mapping Systems of Texas (EMST) from TPWD was used by TxDOT to identify the vegetation communities affected by each proposed segment. The EMST categories and acres affected for both Segments C and D are presented in the table below. Segment C destroys 29.79 more acres of forests and woodlands and 50.99 more acres of grassland and prairie than Segment D.

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<sup>4</sup> A determination for the eastern black rail has not been made because an occupancy survey for the species has not been conducted.

<sup>5</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix E: Agency Coordination.

<sup>6</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, 3.16.2 Direct and Indirect Effects on Each Resource.



**Vegetation Communities by Segment<sup>7</sup>**

	<b>Segment D</b>	<b>Segment C</b>
<b>Vegetation Communities</b>	Acres Affected	Acres Affected
<b>Forests/Woodlands</b>	<b>41.81</b>	<b>71.60</b>
Edwards Plateau: Live Oak Motte and Woodland	0.00	0.00
Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland	0.00	0.00
Edwards Plateau: Oak - Hardwood Motte and Woodland	0.00	0.00
Central Texas: Floodplain Live Oak Forest	0.00	0.00
Central Texas: Floodplain Hardwood - Evergreen Forest	1.34	0.00
Central Texas: Floodplain Hardwood Forest	35.81	30.85
Central Texas: Riparian Live Oak Forest	0.00	0.00
Central Texas: Riparian Hardwood Forest	0.94	3.40
Central Texas: Riparian Evergreen Shrubland	0.48	0.00
Edwards Plateau: Oak - Hardwood Slope Forest	0.00	0.00
Native Invasive: Deciduous Woodland	3.24	37.35
<b>Grassland/Prairie</b>	<b>36.25</b>	<b>87.24</b>
Edwards Plateau: Savanna Grassland	0.00	0.00
Central Texas: Floodplain Herbaceous Vegetation	16.22	2.20
Central Texas: Riparian Herbaceous Vegetation	0.09	1.70
Blackland Prairie: Disturbance or Tame Grassland	19.94	83.34
<b>Other</b>		
Barren	0.00	0.00
Swamp	0.00	0.00
Row Crops	143.21	25.23
Urban High Intensity	34.02	18.65
Urban Low Intensity	30.05	52.11
Open Water	1.24	1.37
<b>Total ROW</b>	<b>286.58</b>	<b>256.21</b>

<sup>7</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix O: Biological Resources.

**Simmons Dairy Farm**

Several of the properties located along CR 338 were the site of the Simmons Dairy Farm in Collin County. The dairy farm was operational in the 1930s and used a few farm buildings that have been preserved and are still standing today. The historical farm buildings include a calving barn, a small milking barn and corral, a large milking barn, a hay storage barn, and a milk cooling shed. An 80-foot deep well that was hand dug and brick lined was used to supply water to the farm as needed. Segment C would run through the middle of the historical farm, splitting it into pieces, irreversibly harming it. The calving barn is marked on the schematic designs for Segment C as a “shed” and would be wiped out by the construction of the segment. Many of the historical structures marked as “barn[s]” on the schematic designs would be destroyed.



**Simmons Dairy Calving Barn.**

**Woodlawn Cemetery**

Located to the east of CR 338 is Woodlawn Cemetery, recognized by the Texas Historical Commission with an Official Texas Historical Marker (OTHM). The cemetery is situated along the historic Lower Bonham Rd at the site of the church and school of the small historic community of Rock Rest. The community was a stop on the Clarksville stagecoach route that ran between McKinney and Bonham. The cemetery was first used in the 1870s and is the burial place for many Collin County pioneers, containing over 200 graves. The majority of the graves are from the late 1800s and early 1900s. The creek that flows by the cemetery and trees throughout it contribute to the cemetery's unique aesthetic. Segment C would run slightly southwest of the cemetery and would harm the site's integrity and its seclusion from modern civilization, damaging the atmosphere of the historic community.



**Graves in Woodlawn Cemetery are located throughout the trees and around the creek that flows by.**

Segment C would disrupt or destroy the unique ecosystem that is rapidly declining in Collin County. It runs through the heavily-forested wetlands, crossing a large pond. Segment D minimizes damage to the critical, forested wetland ecosystem and avoids areas of historical significance, preserving the unique features of the landscape and environment for future generations.

## **Segment Displacement Data**

### **Errors and Inconsistencies in Presented Data**

The calculations of residential and business displacements for Segments C and D presented in *Figure 2. Comparison of Potential Displacements per Segment*<sup>8</sup> do not accurately reflect the number of residences or businesses that would be displaced by the segments. The lists of displaced residences and businesses detailed in the pages that follow of the *Community Impacts Assessment Technical Report*,<sup>9</sup> do not add up to the totals provided in the figure. The segment displacement totals are used to produce the total potential displacements for each build alternative,<sup>10</sup> resulting in inaccurate displacement totals.

Calculation errors are also present in the detailed lists of displacements and appear to arise out of inconsistencies in the data collection and analysis methods used to determine displacements. For example, some structures whose properties were encroached on by the segment were labeled "Direct Building Displacement" or "Induced Building Displacement." However, other structures with the same characteristics and whose properties were also encroached on by the segment were not labeled or included in the displacement totals, despite being located physically closer to the segment.

Furthermore, the displacements identified for Segment D include displacements from the FM 1827 to CR 560 Project whereas Segment C does not include those displacements (see the far east side of the design schematics for Segments C and D). These inconsistencies in data collection and classification result in statistics that cannot be relied upon to accurately compare, contrast, and analyze the segments' impacts.

### **Collecting Accurate Displacement Data**

To determine accurate displacement counts, uniform classification rules were defined and applied to the entire length of each segment under scrutiny and the adjacent properties, residences, and businesses. The classifications and their definitions are outlined below:

- **Direct Building Displacement:**  
The right-of-way of the segment intersects with the structure or comes within 10 feet of the structure, unless the right-of-way boundary for the segment parallels an existing roadway right-of-way boundary.
- **Induced Building Displacement:**  
The structure is located on the same property as a Direct Building Displacement structure and whose function is directly related to that of the Direct Building Displacement structure. (For example, a barn or additional home for a displaced residence, or another building used in conjunction with a displaced business building).
- **Logical Building Displacement:**  
The right-of-way of the segment intersects with the property on which the structure resides, or the presence of the segment causes substantial harm to the property or significantly alters its appearance or interferes with its ability to perform its present function.

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<sup>8</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix K: Community Impacts, *Figure 2. Comparison of Potential Displacements per Segment*.

<sup>9</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix K: Community Impacts, *Community Impacts Assessment Technical Report*.

<sup>10</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, Appendix K: Community Impacts, *Figure 3. Comparison of Potential Displacements per Build Alternative*.

The collected displacement data was arranged to separate unique displacements for each segment from displacements shared with both segments. The following sections include the displacement totals as well as detailed lists of residences, businesses, and community resources that would be affected as depicted on the schematic designs for Segments C and D.

**Displacement Data Synopsis by Segment**

	Segment D	Segment C	Shared
<b>Displacements</b>			
<b>Residences</b>			
Direct	2	9	2
Direct or Induced	6	20	2
<b>Logical</b>	<b>6</b>	<b>30</b>	<b>6</b>
<b>Businesses</b>			
Direct	4	5	12
Direct or Induced	4	6	13
<b>Logical</b>	<b>4</b>	<b>16</b>	<b>13</b>
<b>Community Resources</b>			
Direct	0	2	0
Direct or Induced	0	2	0
<b>Logical</b>	<b>0</b>	<b>7</b>	<b>0</b>
<b>Building/Structure Displacements</b>			
<b>Residential</b>			
<b>Buildings</b>			
Direct	2	9	2
Direct or Induced	6	20	2
<b>Logical</b>	<b>6</b>	<b>30</b>	<b>6</b>
<b>Ancillary Structures (Sheds/Barns/etc.)</b>			
Direct	11	25	8
Direct or Induced	12	36	8
<b>Logical</b>	<b>12</b>	<b>50</b>	<b>12</b>
<b>Business</b>			
<b>Buildings</b>			
Direct	5	7	18
Direct or Induced	5	8	21
<b>Logical</b>	<b>5</b>	<b>20</b>	<b>21</b>
<b>Ancillary Structures (Sheds/Storage/etc.)</b>			
Direct	7	3	7
Direct or Induced	9	10	9
<b>Logical</b>	<b>9</b>	<b>26</b>	<b>9</b>

**Detailed Displacement Data by Segment<sup>11</sup>**

**Displacements Unique to Segment D<sup>12</sup>**

Parcel No.	Owner Name/Property Address	Displaced Number of Buildings			Displaced Number of Ancillary Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
13246, 461547, 520519, 520877	LACORE AGRICULTURE LLC • SH 5						
1053031, 1053059	SLOAN CREEK LTD & PLF LTD • CR 274						
1053077, 1052407, 1060513	LACORE AGRICULTURE LLC • CR 274 / CR 331						
1053086, 1053095	SCHAEFFER GEORGE M REVOCABLE TRUST • CR 274						
2765554, 1060434, 2765555	ALLEN COMMERCE CENTER LP • CR 274 / CR 331						
1751633	ESCAMILLA PATRICIA ANNETTE & • 3001 WOODLAWN RD						
	Residence/Farm & Ranch	0	1	1	0	0	0
2638438	CARAWAY STEVE & • 2908 WOODLAWN RD						
	Residence/Farm & Ranch	2	2	2	2	2	2
2638444, 2614776	CARAWAY STEVE L • 2906 WOODLAWN RD						
	Business: Caraway Concrete Construction	1	1	1	4	5	5
	Business: Misfits of Christ Garage	1	1	1	0	0	0
	Business: Oak Farms Transportation Parking Lot	1	1	1	0	0	0
2590594	MUELLER JENS • 2906 WOODLAWN RD						
	Business: Caraway Concrete Construction	1	1	1	1	2	2
1060746	CARAWAY MEAGHAN K & STEVE L • 2904 WOODLAWN RD						
	Residence/Farm & Ranch	0	1	1	1	1	1
1060755, 2756819	MUELLER JENS • 2902 WOODLAWN RD						
	Residence/Farm & Ranch	0	1	1	5	6	6
2666387	MONTES ALEJANDRA • 2900 WOODLAWN RD						
	Residence/Farm & Ranch	0	1	1	3	3	3
2805326	SYMPHONY NORTHCREEK LLC • WOODLAWN RD						
2802080	BLACKWELL QUENTIN R & • WOODLAWN RD						
1064403	WOODLAWN380 HOLDING LLC • WOODLAWN RD						
2056451, 2120791	COLLINS BRYAN • 807 E UNIVERSITY DR						
1967206	CANO ROSALVA & • 1005 E UNIVERSITY DR						
	Business: Welders of Art	1	1	1	2	2	2
1064537, 2559838, 1169434	OWEN MIKE A/K/A EDDY MIKE OWEN & • E UNIVERSITY DR						
2120540	COLLIN COUNTY • 2163 E DAVE BROWN RD						

<sup>11</sup> "-" (dash) indicates affected structures are enumerated in the building and structure totals for other property uses.

<sup>12</sup> "+" (plus) following a displacement value indicates additional displacements are enumerated in the shared displacements table.

**Displacements Unique to Segment C<sup>13</sup>**

Parcel No.	Owner Name/Property Address	Displaced Number of Buildings			Displaced Number of Ancillary Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
13246, 461547, 520519, 520877	LACORE AGRICULTURE LLC • SH 5						
1890234, 2776536, 2078422, 1052292, 1890225	WILLIAMS STEVEN M KAREN K • 2665 CR 338						
	Residence/Farm & Ranch	0	0	1	0	0	1
1052327, 1905004, 1905013, 520476, 520500	EUBANK RICHARD H & SHERRI L • 2371 CR 338						
	Residence/Farm & Ranch	0	1	1	2	4	4
2817174, 1990246, 2120762	O'NEAL MARGARET RODDEY • 2235 CR 338						
	Residence/Farm & Ranch	1	2	2	2	4	4
	Business: O'Neal Cattle Ranch	0	3	3	0	0	0
	Community Resource: Blacksmith Shop & Campground	1	2	2	0	0	0
1225203, 2120763	BORCHARD JOE & MARY • 2161 BORCHARD TRL						
	Business: Borchard Honey Bee Farm	0	0	1	0	0	0
	Community Resource: Beekeeping Student Scholarship Site	-	-	-	-	-	-
2768330, 2768334, 2599741	SWIM MICHAEL & LORI & • 2172 CR 338						
	Residence/Farm & Ranch	1	2	2	0	0	0
	Community Resource: Horse Rescue	1	3	3	0	0	0
2120761	2118 CR 338 LLC • 2118 CR 338						
	Residence/Farm & Ranch	0	2	2	1	1	1
1514837	GIBSON GARY MAX • 1984 CR 338						
	Residence/Farm & Ranch	0	0	1	0	0	2
	Community Resource: Llama Rescue	-	-	-	-	-	-
2509282, 2703706, 2509283	TEAGUE CHAD M & AMY M • 1789 CR 338						
	Residence/Farm & Ranch	0	0	1	0	0	0
	Business: La Cour Venue	0	0	4	0	0	0
2120759, 1168346	MILES SUSAN L • 3983 CR 331						
	Business: Vacation Rental	0	0	1	0	0	2
	Business: Miles Cattle Ranch	0	0	0	0	0	3
1060586, 1922138	JBG LITTLE FARM LLC • FM 2933 / CR 331 / CR 335						
	Residence/Farm & Ranch	0	0	0	0	0	0
2655659	THOMPSON J DAVID & KAREN K • 1974 BELLEMEADE LN						
	Residence/Farm & Ranch	0	0	1	0	0	1

<sup>13</sup> "+" (plus) following a displacement value indicates additional displacements are enumerated in the shared displacements table.

**Community Impacts and An**

Parcel No.	Owner Name/Property Address	Displaced Number of Buildings			Displaced Number of Ancillary Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
<b>2664088</b>	<b>BELLEMEADE FARM LP • 1974 BELLEMEADE LN</b>						
	Residence/Farm & Ranch	0	0	1	0	0	1
	Business: Bellemeade Pecan Farm	-	-	-	-	-	-
	Business: Bellemeade Honey Bee Farm	-	-	-	-	-	-
	Community Resource: Shorthorn Show Cattle Ranch for 4-H and FFA Members	-	-	-	-	-	-
	Community Resource: Horse Boarding and Injured Horse Recovery	-	-	-	-	-	-
<b>2664089, 2696469, 2108033</b>	<b>LADD DEBRA • 2022 WAYSIDE TRL</b>						
	Residence/Farm & Ranch	0	0	1	0	0	0
	Business: Avalon Legacy Ranch (Event Venue)	0	0	1	0	0	2
<b>2598512</b>	<b>SHAABANI JEFFREY • 2098 FM 2933</b>						
	Residence/Farm & Ranch	0	0	1	0	0	2
<b>2671398</b>	<b>BLOCK DANIEL W &amp; AMBER • 2548 FM 2933</b>						
	Residence/Farm & Ranch	0	0	1	0	0	1
	Business: Block Hay Farm/Honey Bee Farm	0	0	0	0	0	1
	Community Resource: Therapeutic Horsemanship for Kids at Risk	-	-	-	-	-	-
<b>2663886</b>	<b>PATEL BHARGAV &amp; RACHANA • 2516 FM 2933</b>						
	Residence/Farm & Ranch	0	0	1	0	0	3
<b>2635652</b>	<b>SANDERS GARY W &amp; • 2500 FM 2933</b>						
	Residence/Farm & Ranch	0	0	2	0	0	2
<b>1169194</b>	<b>JBG LITTLE FARM LLC • FM 2933 / CR 335</b>						
<b>2730791, 2120529</b>	<b>MCKINNEY HILL PARK LLC / LP • 2020 FM 2933</b>						
	Residence/Farm & Ranch	0	0	0	1	1	1
<b>2698683</b>	<b>EQUINE TRANSITIONS LLC • 1815 FM 2933</b>						
	Business: Tara Royal Equestrian Center	0	0	3	0	0	4
<b>1169274, 2029483</b>	<b>SULLIVAN JIMMY &amp; ANGELA • 1834 CR 329</b>						
	Residence/Farm & Ranch	1	1	1	0	3	3
	Business: Sullivan Carpentry	1	1	1	0	3	3
<b>1169265</b>	<b>MURLEY ADDIE JEAN • 1836 CR 329</b>						
	Residence/Farm & Ranch	1	1	1	5	5	5
<b>1169336, 1342951</b>	<b>PAT VENTURES LLP • 1872 CR 329 / 1687 FM 2933</b>						
	Residence/Farm & Ranch	1	1	1	2	2	2
	Business: Wedding Pearls Venue	1	1	1	3	7	7
<b>1169309</b>	<b>PRINCE PEGGY • 2566 CR 332</b>						
	Residence/Farm & Ranch	0	2	2	0	0	0
<b>1169345</b>	<b>WILSON AMBER • 2550 CR 332</b>						
	Residence/Farm & Ranch	0	0	1	0	0	1
<b>1169372, 2120552, 1169390</b>	<b>HASCAL RANDY J &amp; LYNNE K • 1892 PEACOCK TRL</b>						
	Residence/Farm & Ranch	1	1	1	3	3	3
<b>2734653</b>	<b>WHITE HORSE RANCH LLC • 2040 PEACOCK TRL</b>						
	Residence/Farm & Ranch	1	2	2	0	1	2
	Business: White Horse Ranch	0	0	2	0	0	4
<b>1169434</b>	<b>OWEN MIKE A/K/A EDDY MIKE OWEN &amp; • E UNIVERSITY DR</b>						
	Residence/Farm & Ranch	0	0	0	1	1	1
<b>1970352</b>	<b>RANDALL PAULA HERRON • 1185 W FM 1827</b>						
	Residence/Farm & Ranch	0	0	1	0	0	3

**Community Impacts and An**

Parcel No.	Owner Name/Property Address	Displaced Number of Buildings			Displaced Number of Ancillary Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
<b>2120540</b>	<b>COLLIN COUNTY • 2163 E DAVE BROWN RD</b>						
	Residence/Farm & Ranch	1	2	2	7	7	7
<b>2671373</b>	<b>DYNAMIX INVESTMENT LLC • 2421 E UNIVERSITY DR</b>						
	Business: Arrete Auto Repair	1	1	1	0	0	0
	Business: Supreme Shutters Co	1	1	1	0	0	0
	Business: Dent Services LLC Auto Hail Repair	1	1	1	0	0	0
<b>2711206</b>	<b>RODRIGUEZ ERNESTO F • 2441 CR 330</b>						
	Residence/Farm & Ranch	1	1	1	0	0	0
<b>1169755</b>	<b>GONZALES TERRY GLENN • 2461 CR 330</b>						
	Residence/Farm & Ranch	0	1	1	1	1	1
<b>1225169</b>	<b>COSTELLO LAWRENCE J &amp; DALE • 2495 CR 330</b>						
	Residence/Farm & Ranch	0	1	1	0	3	3



**Displacements Shared with Both Segments<sup>14</sup>**

Parcel No.	Owner Name/Property Address	Displaced Number of Buildings			Displaced Number of Ancillary Structures		
		Direct	Direct or Induced	Logical	Direct	Direct or Induced	Logical
<b>1168177</b>	<b>CALDWELL D L • 2229 E UNIVERSITY DR</b>						
	Residence/Farm & Ranch	1	1	1	4	4	4
	Not a Business	0	0	0	0	0	0
<b>1169764</b>	<b>JOHNSON CURTIS L &amp; DEBRA M • 2273 E UNIVERSITY DR</b>						
	Residence/Farm & Ranch	1	1	1	4	4	4
<b>1168186, 1591147</b>	<b>MALDONADO MARTIN • 2321 E UNIVERSITY DR</b>						
	Vacant Business	1	1	1	0	0	0
<b>2611834</b>	<b>MONARCH GROUP LLC • 2343 E UNIVERSITY DR</b>						
	Business: Lone Star Wrecker	1	1	1	0	0	0
<b>2611835</b>	<b>RILEY DEBBIE TATE • 2353 E UNIVERSITY DR</b>						
	Business: Safari Towing & Road Service	2	2	2	0	0	0
<b>2671373</b>	<b>DYNAMIX INVESTMENT LLC • 2421 E UNIVERSITY DR</b>						
	Business: PowerDynamix	1	1	1	0	0	0
	Private: Leased Space	1	1	1	0	0	0
	Private: Leased Space	1	1	1	0	0	0
	Business: Vivid Auto Body Shop	1	1	1	0	0	0
<b>2614367, 2614369, 2614366, 2614368</b>	<b>TEXAS RND LLC / GAO XIAODONG &amp; JIAQIAN DENG • 2431 E UNIVERSITY DR</b>						
	Business: Texas Metal Company	D:2 • C:3	3	3	0	0	0
<b>2638091</b>	<b>HERNANDEZ GONZALO &amp; ANTONIA A • 2441 E UNIVERSITY DR</b>						
	Business: Hernandez Auto Salvage & Auto Repair	D:2 • C:3	3	3	0	0	0
<b>2711206</b>	<b>RODRIGUEZ ERNESTO F • 2441 CR 330</b>						
	Residence/Farm & Ranch	D:0 • C:0+	D:0 • C:0+	D:1 • C:0+	0	0	0
<b>1169755</b>	<b>GONZALES TERRY GLENN • 2461 CR 330</b>						
	Residence/Farm & Ranch	0	D:0 • C:0+	D:1 • C:0+	D:0 • C:0+	D:0 • C:0+	D:1 • C:0+
<b>1225169</b>	<b>COSTELLO LAWRENCE J &amp; DALE • 2495 CR 330</b>						
	Residence/Farm & Ranch	0	D:0 • C:0+	D:1 • C:0+	0	D:0 • C:0+	D:3 • C:0+
<b>1168284</b>	<b>RODRIGUEZ ERNESTO F • 2480 CR 330</b>						
	Business: FnG Commissary Kitchens & Food	1	1	1	2	2	2
<b>2848604</b>	<b>2530 DFW UNIVERSITY LLC • 2530-2535 E UNIVERSITY DR</b>						
	Business: Progressive Water Treatment	4	4	4	3	3	3
<b>1169951</b>	<b>COLLINS PROPERTY CO THE • 2659 E UNIVERSITY DR</b>						
	Business: AmeriGas Propane	0	0	0	1	1	1
<b>1170155</b>	<b>AZAMI MOHAMMAD S &amp; • 2675 E UNIVERSITY DR</b>						
	Business: Parkway Auto Sales	1	1	1	0	0	0
	Business: Ultimate Dent Repair	1	1	1	0	1	1
<b>2658759</b>	<b>RODRIGUEZ MAURO G • 2735 E UNIVERSITY DR</b>						
	Business: Collin County Truck Parts & Drive Shaft Service	2	2	2	1	2	2
<b>2658758</b>	<b>WRIGHT FREDDIE • 2775 E UNIVERSITY DR</b>						
	Business: Nanos Tire Shop	0	1	1	0	0	0
<b>1170164, 1170002</b>	<b>RAFAELOV MOSHE • 2805 E UNIVERSITY DR</b>						
	Residence/Farm & Ranch	0	0	1	0	0	0
	Business: Chokle Consignment Auto Sales	0	0	0	0	0	0
	Business: C&E Auto Sales	0	0	0	0	0	0

<sup>14</sup> "+" (plus) following a displacement value indicates additional displacements are enumerated in the unique displacements tables for the segments.

## Segment Design and Engineering Considerations

As is evidenced from the elevation profiles included on the schematic designs for Segments C and D, the topography along the route of Segment C is uneven and is composed of several significant hills and valleys. Despite attempts to smooth out the landscape in the design, the resulting profile of the road surface has repetitive inclines and declines along its length. In comparison, the topography along Segment D is flat, and the resulting profile is more level.

Both Segments C and D parallel an existing roadway for a portion of their length in an apparent attempt to reuse existing right-of-way and reduce the impact on property owners. Despite this consideration, the majority of Segment C runs through and between residences and businesses, disturbing several properties and resulting in a large number of displacements, as detailed in the previous section. In contrast, Segment D runs across the edge of floodplain and farmland that lack residences and businesses for nearly its entire length. Additionally, if Segment D is shifted eastward or westward of the residences and businesses located by the one-lane bridge on CR 331, the unique displacements for the segment would be reduced to zero.

The schematic designs indicate Segment D, as currently planned, would use additional bridge length with a higher estimated construction cost than Segment C. Given that Segment D runs along the edge of the floodplain for the majority of its length and given that existing US 380 crosses the floodplain between Airport Dr and FM 1827 via a combination of embankments and bridges, it may be more cost effective to implement a similar design for Segment D. By replacing some or most of the bridge length with embankments, the construction cost of Segment D would be reduced. Additionally, TxDOT states in the Draft EIS that the use of embankments versus bridges will be evaluated in consideration of reducing project costs while minimizing impacts to the floodplain.<sup>15</sup>



**US 380 embankment across the floodplain between Airport Dr and FM 1827 as viewed looking east from the East Fork Trinity River bridge during a flood in October 2018.**

The EIS also evaluates the project if the Spur 399 Extension project is constructed. However, data and analysis is provided for only the connection of Segment D to the Spur 399 Purple Alignment and Segment C to the Spur 399 Orange Alignment. No data or analysis is provided for the connection of Segment D to the Spur 399 Orange Alignment. Since Segment D runs past FM 1827 at its eastern terminus, and the Spur 399 Orange Alignment ends near FM 1827, the connection of these segments should be explored.

Compared to the other alternatives, Segment D stands out as the superior route for the community when considering its minimized impact to critical forested areas and wetland ecosystems, its preservation of valued historical assets, its better fulfillment of the need for the project by carrying more traffic while offering shorter travel times and faster travel speeds, and its impact to considerably fewer people, residences, businesses, and community resources than other alternatives.

<sup>15</sup> TxDOT US 380 Coit Rd to FM 1827 DEIS, 3.10.7 Floodplains.

# **Petition from Residents and Businesses in Opposition of Segment C**

**TxDOT US 380 Draft EIS: Focus Area 3 – SH 5 to FM 1827**

Created by Affected Residents and Businesses

**Petition Response Summary**

	<b>Responses</b>	<b>People Represented</b>
<b>1. Preferred Bypass Segments/Build Alternatives:</b> Focus Area 3 – SH 5 to FM 1827:		
– <b>Segment D</b> (Purple/Gold Build Alternatives)	91 [100.00%]	387 [100.00%]
– <b>Segment C</b> (Blue/Brown Build Alternatives)	0 [0.00%]	0 [0.00%]
<b>2. Why do you support Segment D?</b>		
– <b>Segment D</b> is the best option for the community for the following reasons: <ul style="list-style-type: none"> <li>– It affects substantially fewer people, residences, and businesses than other alternatives.</li> <li>– It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.</li> <li>– It avoids community resources and areas of historical significance valued by the community.</li> <li>– It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.</li> </ul>	91 [100.00%] I Agree	387 [0.00%] I Agree
	0 [0.00%] I Disagree	0 [0.00%] I Disagree

**Represented by Petition**

	<b>Total</b>
<b>Respondents</b>	<b>91</b>
– People	387
– Structures	246
– Businesses	13

**Petition Individual Responses**

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Cesar Blanco

**Address:** 1134 W FM-1827 **Zip:** 75071

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


**1. Preferred Bypass Segments/Build Alternatives:**  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s),** Steve Dornier

**Address:** 1162 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Rachel Oppenheimer

**Address:** 1172 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s),** NICHOLA R. RANDALL

**Address:** 1185 W FM-1827 **Zip:** 75071

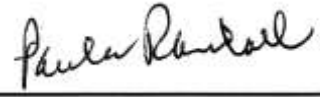
**# of People on Property:** 2 **# of Structures on Property:** 4

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Martin Vasquez

**Address:** 1190 W FM-1827 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s),** MARK RIGUCCI

**Address:** 100 Fisher Rd **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

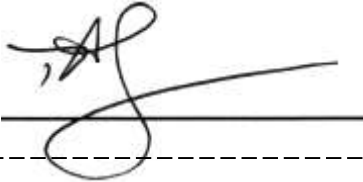
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 120 Fisher Rd **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**





**Property Owner(s)/Resident(s),** Andy Fisher

**Address:** 140 Fisher Rd **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 150 Fisher Rd **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bu:**

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

**Address:** 160 Fisher Rd **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Nick Rodriguez

**Address:** 680 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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

**Address:** 671 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** Rally Motorcycle Service

**Address:** 671 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s):** Kevin Garcia

**Address:** 670 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** Iglesia Cristo La Unica Esperanza

**Address:** 651 W FM-1827 **Zip:** 75071

**# of People using Property:** 30 **# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s):** Angelina Lozano

**Address:** 650 W FM-1827 **Zip:** 75071

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


**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)  **Segment C** (Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Katlin Howard

**Address:** 640 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)  **Segment C** (Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 610 W FM-1827

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 90 Oak Creek Dr

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



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

**Address:** 561 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 560 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 



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

**Address:** 541 W FM-1827

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 521 W FM-1827

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**





**Petition from Residents and Bus**

**Business Name/Property Owner:** Fond Memories

**Address:** 511 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 501 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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

**Address:** 300 High Ridge Dr **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 330 Wood Ridge Dr **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 425 Wood Ridge Dr **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** JV and Son's Upholstery

**Address:** 400 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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

**Address:** 521 FM-2933

**Zip:** 75071

**# of People on Property:** 1

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**

J.A. Castle

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Rowdy Starnes

**Address:** 641 FM-2933

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**

Rowdy Starnes

**Business Name/Property Owner:** McKinney Trucking

**Address:** 641 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** Randy Stanes

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 701 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** Alicia Bimson

**Petition from Residents and Busi**

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

**Address:** 741 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1643 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Busi**

**Property Owner(s)/Resident(s):** Patsy Cave

**Address:** 1675 FM-2933

**Zip:** 75071

**# of People on Property:** 1

**# of Structures on Property:** 5

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1872 CR-329

**Zip:** 75071

**# of People on Property:** 6

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**





**Petition from Residents and Bus**

**Property Owner(s)/Resident(s):** Jennifer Murley

**Address:** 1836 CR-329 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

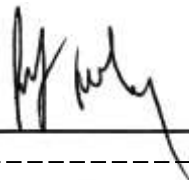
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1834 CR-329 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 



**Petition from Residents and Bus**

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 – Public Hearing Individual Comments (Emails, Letters, Comment Forms)

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

**Address:** 2092 Peacock Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** Wendi Farqhar

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** White Horse Ranch, LLC

**Address:** 2040 Peacock Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** Cristal

**Petition from Residents and Busi**

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

**Address:** 2040 Peacock Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Cameron Hascal

**Address:** 1892 Peacock Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bus**

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 – Public Hearing Individual Comments (Emails, Letters, Comment Forms)

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

**Address:** 2501 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
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**Signature:** Salvador

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2509 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** [Signature]

**Petition from Residents and Bus**

**Business Name/Property Owner:** Mike Owen Materials, LLC

**Address:** 2509 CR-332 **Zip:** 75071

**# of People using Property:** 12 **# of Structures on Property:** 1 Warehouse  
20 Farm Equipment

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
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Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2514 CR-332 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

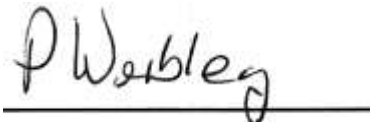
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

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- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Bus**

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

**Address:** 2543 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2550 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 2563 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2566 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 2571 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2663 CR-332 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 



**Petition from Residents and Bus**

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

**Address:** 1789 FM-2933

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)


**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** Tara Royal Equestrian

**Address:** 1815 FM-2933

**Zip:** 75071

**# of People using Property:** 40

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 



**Petition from Residents and Bus**

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

**Address:** 2500 FM-2933 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2516 FM-2933 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 2548 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Warren Nelson

**Address:** 2098 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 2022 Wayside Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:**

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** Avalon Legacy Ranch

**Address:** 2022 Wayside Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
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- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**

**Petition from Residents and Bus**

**Property Owner(s)/Resident(s):** J David/Karen Thompson

**Address:** 1974 Bellemeade Ln

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 3187 FM-2933

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 5

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Bus**

**Property Owner(s)/Resident(s):** Susie Miles

**Address:** 3983 CR-331

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1789 CR-338

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Bus**

**Business Name/Property Owner:** La Cour Venue

**Address:** 1789 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1984 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 2118 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

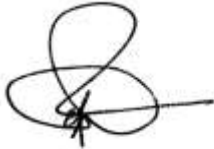
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2149 CR-338 **Zip:** 75071

**# of People on Property:** 5 **# of Structures on Property:** 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**





**Petition from Residents and Bus**

**Business Name/Property Owner:** Equine Rescue

**Address:** 2150 CR-338 **Zip:** 75071

**# of People using Property:** 2 People **# of Structures on Property:** 1  
13 Animals

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)  **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2172 CR-338 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)  **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 



**Petition from Residents and Busi**

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

**Address:** 2235 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2280 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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

**Address:** 2371 CR-338

**Zip:** 75071

**# of People on Property:** 5

**# of Structures on Property:** 9

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2161 Borchard Trl

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 5

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Busi**

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

**Address:** 2665 CR-338

**Zip:** 75071

**# of People on Property:** 5

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2752 CR-338

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Property Owner(s)/Resident(s):** Karen Whittington/Allison Baggary

**Address:** 1609 Allison Ln **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

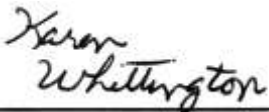
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
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**Signature:** 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1610 Allison Ln **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s):** Bonnie Rubarts

**Address:** 2855 CR-338

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** /s/Bonnie Rubarts

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2922 CR-338

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Business Name/Property Owner:** Dent Doctor

**Address:** 2922 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1700 RoseMary Barn Ln **Zip:** 75071

**# of People on Property:** 12 **# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Business Name/Property Owner:** The RoseMary Barn

**Address:** 1700 RoseMary Barn Ln **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

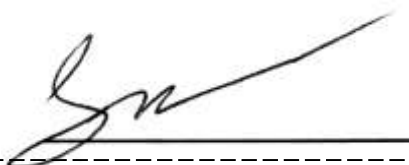
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2954 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**





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

**Address:** 2962 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2970 CR-338 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 



**Petition from Residents and Bus**

**Property Owner(s)/Resident(s):** Beverly Beauchamp

**Address:** 1600 Bandy Dr **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1750 Sunset Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 1794 Sunset Trl **Zip:** 75071

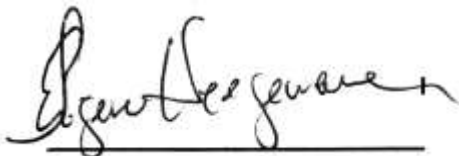
**# of People on Property:** 10 **# of Structures on Property:** 3

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)  **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Peter Linke

**Address:** 1990 Sunset Trl **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)  **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**From:** Ceason Clemens

**Sent:** Thursday, April 13, 2023 9:12 PM

**To:** George Fuller [REDACTED]; JD [REDACTED]

**Cc:** John Hudspeth <[John.Hudspeth@txdot.gov](mailto:John.Hudspeth@txdot.gov)>; Travis Campbell <[James.Campbell@txdot.gov](mailto:James.Campbell@txdot.gov)>;  
Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Grace Lo <[Grace.Lo@txdot.gov](mailto:Grace.Lo@txdot.gov)>; Ashton Strong  
<[Ashton.Strong@txdot.gov](mailto:Ashton.Strong@txdot.gov)>

**Subject:** RE: US 380 Coit Rd to FM 1827 Draft EIS

Mayor Fuller- JD's report will be part of the public record. Once the public comment period closes on April 15<sup>th</sup> and after we have had time to review his report, we will meet with JD to go through his analysis.

JD- we will reach out in the next couple of weeks to schedule a meeting to go through your report.

Thanks,  
Ceason

---

**From:** George Fuller [REDACTED]  
**Sent:** Thursday, April 13, 2023 3:04 PM  
**To:** JD [REDACTED]; Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** Re: US 380 Coit Rd to FM 1827 Draft EIS

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.

Ceason, I was able to go through much of this with JD, and there is a lot of concerning information. I would like to request that this is made part of public record, and if you or somebody from TXDOT could meet with JD to go through his analysis, it would be very much appreciated. He has put a tremendous amount of work into this, and, as I stated, there is some concerning information that we need to find resolution on it.

Sincerely, George Fuller

Get [Outlook for iOS](#)

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**From:** JD [REDACTED]  
**Sent:** Thursday, April 13, 2023 1:05:40 PM  
**To:** Ceason Clemens <[ceason.clemens@txdot.gov](mailto:ceason.clemens@txdot.gov)>; George Fuller [REDACTED]  
**Subject:** Re: US 380 Coit Rd to FM 1827 Draft EIS

\*\*\*CITY OF MCKINNEY SECURITY NOTICE\*\*\*

THIS IS AN EXTERNAL EMAIL: Do not click links or open attachments from unknown sender and be sure the content is safe.

Good afternoon, Ms. Clemens and Mayor Fuller,

Can you please review the attached report discussing the US 380 Coit Rd to FM 1827 Draft EIS?

Ms. Clemens, can TxDOT please respond to each issue identified within?

Thank you,  
JD

The material in this e-mail is intended only for the use of the individual to whom it is addressed and may contain information that is confidential, privileged, and exempt from disclosure under applicable law. If you are not the intended recipient, be advised that the unauthorized review, use, disclosure, duplication, distribution, or the taking of any action in reliance on this information is strictly prohibited. If you have received this e-mail in error, please notify the sender by return email and destroy all

electronic and paper copies of the original message and any attachments immediately. Please note that neither City of McKinney nor the sender accepts any responsibility for viruses and it is your responsibility to scan attachments (if any). Thank You.

---

A Texas Department of Transportation message



**From:** JD [REDACTED]  
**Sent:** Thursday, April 20, 2023 5:35 PM  
**To:** Stephen Endres  
**Subject:** US 380 Coit Rd to FM 1827 DEIS  
**Attachments:** [Submission-1\\_Comm-Impacts-Analysis\\_Seg-C-D.pdf](#); [Submission-2\\_US380-SegC-Petition.pdf](#)

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:

As discussed during our meeting, I have attached the PDF copies of the two document submissions I provided to you.

Please replace the paper copies that were submitted with the attached PDF copies. The attached copies include typo corrections and updates to the data based on the public hearing materials that were released after our meeting.

Thank you,  
JD

---

**From:** JD [REDACTED]  
**Sent:** Friday, March 17, 2023 3:25 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Cc:** John Hudspeth <[John.Hudspeth@txdot.gov](mailto:John.Hudspeth@txdot.gov)>; Travis Campbell <[James.Campbell@txdot.gov](mailto:James.Campbell@txdot.gov)>; Grace Lo <[Grace.Lo@txdot.gov](mailto:Grace.Lo@txdot.gov)>; Ashton Strong <[Ashton.Strong@txdot.gov](mailto:Ashton.Strong@txdot.gov)>; Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Dan Perge <[Dan.Perge@txdot.gov](mailto:Dan.Perge@txdot.gov)>; Christine Polito <[Christine.Polito@txdot.gov](mailto:Christine.Polito@txdot.gov)>; Melissa Meyer <[Melissa.Meyer@txdot.gov](mailto:Melissa.Meyer@txdot.gov)>; Tony Hartzel <[Tony.Hartzel@txdot.gov](mailto:Tony.Hartzel@txdot.gov)>; Madison Schein <[Madison.Schein@txdot.gov](mailto:Madison.Schein@txdot.gov)>  
**Subject:** Re: Meeting about US 380 Coit Rd to FM 1827 DEIS

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, Ms. Clemens,

We will be sure to submit the information and questions via the public feedback options.  
I will reach out again after the comment period closes to schedule a meeting to discuss them.

During comment periods for previous meetings, some of the comments submitted were included in the Comments Received document but were not responded to and were omitted from the Comment Response Matrix. We want to make sure the comments are not overlooked this time.

Thank you,  
JD

On Wednesday, March 15, 2023, 07:17

Good morning Mr. Eubank,

While we're in the public comment period from the public hearing, TxDOT is requesting the public to submit their input, comments and questions as discussed in the public hearing. We have received several requests to meet in person by various individuals and groups and we are replying in the same way. This is in an effort to ensure that all members of the public have an equal opportunity to express their input in the project. After the public comment period closes and TxDOT has had the opportunity to review all of the feedback, we would be happy to setup time to discuss the project with you.

Below are the different ways that we can receive your comments. Please note that TxDOT has extended the comment period 15 days one time only to April 5, 2023.

Thanks,

Ceason

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**From:** JD [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:53 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** Re: Meeting about US 380 Coit Rd to FM 1827 DEIS

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, Ms. Clemens,

I would like to schedule a meeting with you to discuss the DEIS for the US 380 Coit Rd to FM 1827 project. I have information I would like to share with you about Segments C and D in NE McKinney and have a couple questions regarding TxDOT's preference of Segment C and any possible adjustments.

Please let me know a day and time that would work for you to meet with me.

Thank you,  
JD Eubank  
469-343-4354

On Monday, March 13, 2023, 01:51:30 PM CDT, JD [REDACTED] wrote:



Good afternoon, Ms. Clemens,

I am following up on my previous request.

Thank you,  
JD

On Thursday, March 9, 2023, 01:35:18 PM CST, JD [REDACTED] wrote:

Good afternoon, Ms. Clemens,

I would like to schedule a meeting with you to discuss the DEIS for the US 380 Coit Rd to FM 1827 project.  
Please let me know a day and time that works for you to meet with me.

Thank you,  
JD Eubank

**From:** Jean Donley [REDACTED]  
**Sent:** Friday, March 10, 2023 12:19 PM  
**To:** Stephen Endres  
**Cc:** Jean/Bob Donley  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPad

**From:** Jean Possehl [REDACTED]  
**Sent:** Tuesday, March 7, 2023 11:43 AM  
**To:** Stephen Endres  
**Subject:** Bypass

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.

Stephen,

I am a resident of Stonebridge Ranch and because of that reason, I support segment B. I strongly oppose Segment A.

Thank you,

Jean Possehl

Sent from my iPhone

**From:** Jeanette Lackey [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:37 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 morning,

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Respectfully,  
Jeanette Lackey

**From:** Robert Pine [REDACTED]  
**Sent:** Tuesday, April 4, 2023 10:43 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass in Collin County

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.

I am a resident of Collin County and am writing regarding the proposed bypass of Highway 380 in the northern part of the county. My understanding was that the A-E-D alignment was recommended following the feasibility study. However, at the last meeting regarding this matter A-E-C alignment was proposed as the preferred alternative. I would like to express my opposition to this proposal.

Earlier in the process when other segments were studied, emphasis was given on impacting fewer homes, utilizing more of the existing US 380, and public concern. If this same criteria was applied to the segment in question, segment D would be the appropriate choice. **Segment C disrupts and destroys communities along County Road 338 and FM 2933** We have friends whose property would be disrupted by the proposed highway and their small business destroyed. Several of their neighbors would completely lose their property. At stake also is the peaceful country life which led them to this location many years ago and the loss of neighbors who are friends. If the alternative Segment D were chosen, only one community along Woodlawn Road would be affected. The number of homes is significantly fewer and Segment D does not put neighbors on opposite sides of the freeway.

I request that the initial A-E-D alignment recommended in the feasibility study be implemented.

Thank you.

Jeanette Pine

**From:** Jeannette Maher [REDACTED]  
**Sent:** Sunday, March 26, 2023 4:21 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Jeannette Maher

Sent from my iPhone

**From:** J.Holehan [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:18 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

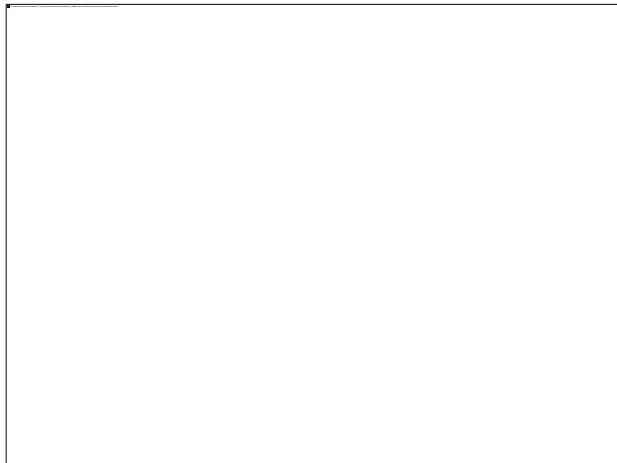
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you!

**Jeannie Holm**  
REALTOR®, Fathom Realty  
[214-733-1887](tel:214-733-1887)

I'm always happy and available to answer any and all of your real estate questions. And, I'd be honored to be chosen to help you achieve your real estate goals!



Texas law requires all real estate license holders give the following information about brokerage services to prospective buyers, tenants, sellers and landlords:

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Jeff Cotten [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Jeff Cotten [REDACTED]  
**Sent:** Saturday, February 25, 2023 9:50 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Amber Cotten [REDACTED]; [REDACTED]; Mark Potter  
[REDACTED]; jennifer.jenniferpotterhomes.com  
[REDACTED]  
**Subject:** NO to Segment A, YES to Segment B

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.

Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. Thank you in advance for your attention to this.

Jeff Cotten  
214-392-0510



**From:** Jeff Gustafson [REDACTED]  
**Sent:** Friday, March 10, 2023 10:19 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Jeff Gustafson  
214.491.0096

**From:** Jeff Kennedy [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:25 PM  
**To:** Stephen Endres  
**Subject:** PUBLIC MEETING COMMENT FORM - US 380 from Coit Road to FM 1827

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,

My position and comments remain the same as they did in April 2022

I am writing this response in stringent opposition to alignment B, an alignment that was not even on the table until McKinney Mayor George Fuller and U.S. House of Representative candidate Keith Self unethically used their political power to force an alignment on another town. A town, in Prosper, who have been good stewards by developing with an appropriate setback from 380 knowing that it would be widened at some point in the future.

Not only does alignment B represent the ability of politicians to exert undue influence on other government agencies with a Goliath vs. David mindset, it is an alignment that would come within hundreds of feet of 3 schools and 45 feet of a therapeutic horse center that serves two vulnerable populations (children and veterans). Not to mention the already developed, or about to be developed, residential neighborhoods that would be eliminated and greatly reduce the tax dollars going to PISD.

I urge TXDOT to stick with what was their preliminary (and now secondary) decision to widen 380 through Prosper and connect with the proposed alignment A.

Regards,  
Jeff Kennedy  
4320 Fisher Rd. Prosper, TX 75078

I am NOT employed by TXDOT  
I do NOT do business with TXDOT  
I would NOT benefit monetarily from the project or other item about which I am commenting

**From:** J M [REDACTED]  
**Sent:** Tuesday, April 4, 2023 4:51 PM  
**To:** Stephen Endres  
**Subject:** 380 McKinney Bypass 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.

Hello Stephen,  
My comment for final tie-in on the east end of this project should to coordinate with McKinney Airport Terminal Expansion.  
While it is up for bond voting soon this year...my belief is that it will pass, and traffic to and from the airport expansion to the east should work with this project

Sincerely,  
Jeff Marquardt  
730 Cross Fence Drive  
McKinney, TX 75069

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Wednesday, January 18, 2023 1:14 PM  
**To:** Jeff [REDACTED]  
**Subject:** RE: Opposition to U.S. 380 Segment B

We received your comment.

---

**From:** Jeff [REDACTED]  
**Sent:** Friday, January 13, 2023 5:40 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Re: Opposition to U.S. 380 Segment B

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 just saw that the Hwy 380 plan will not affect Manegait. I want to say that I am so relieved for this outstanding organization.

Jeff Parsons

Sent from my iPhone

On Apr 18, 2022, at 11:40, Jeff [REDACTED] wrote:

Thank you Mr Endres. You have my permission to share the photos of my daughter as well.

Jeff Parsons

Sent from my iPhone

On Apr 18, 2022, at 11:35, Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

Thank you for your comments. We will add them to our public meeting summary.

**Stephen Endres**

Transportation Engineer

Dallas District | Texas Department of Transportation

O: 214-320-4469 | [www.txdot.gov](http://www.txdot.gov)

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**From:** Jeff [REDACTED]  
**Sent:** Tuesday, April 5, 2022 8:48 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Opposition to U.S. 380 Segment B

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.

NAME/ADDRESS: Jeff Parsons. 7312 Alto Caro, Dallas, TX 75248

Mr. Endres, I am writing you again to implore you not to choose the plan that has the highway running close to ManeGait. My daughter Quincy (photo below) has ridden there for over 10 years. We have seen remarkable progress in her gross and fine motor skills, her confidence, and her communication during this time.

Do you have anyone in your family with special needs? If so, you understand how critical these programs are, and how hard it is to set them up and keep them funded.

Please route the highway away from ManeGait. 160 riders and families will be devastated if the highway causes ManeGait to close.

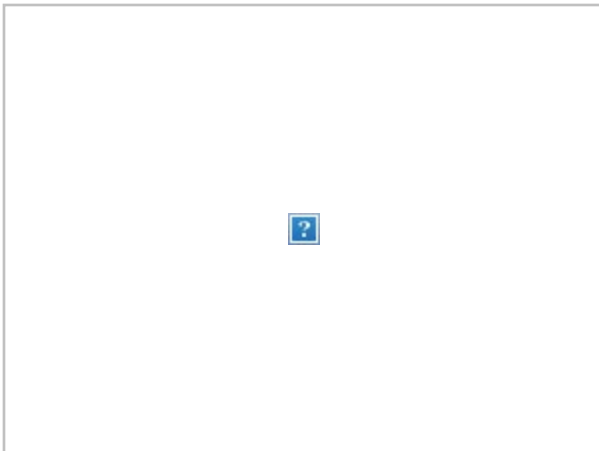
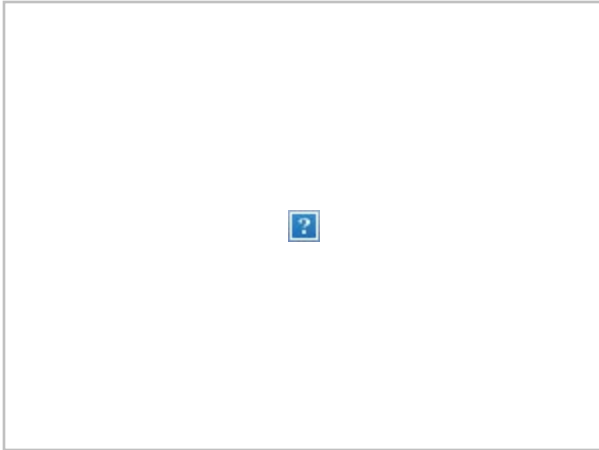
Thank you.

<image001.jpg>

<image002.jpg>

Jeff Parsons

Sent from my iPhone



**From:** Jeffrey Michaela Roberts [REDACTED]  
**Sent:** Friday, March 10, 2023 3:25 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Our family lives just south of Custer and 380 and as a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

I don't understand why TxDOT has seemingly dismissed an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

Has there been undue or unethical influence on TxDOT by property owners bordering Segment B?

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you for your attention,

Jeff Roberts



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

A IS SIMPLY PREFERRED OVER B! THANK YOU FOR CONSIDERING THEM.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: JEFFREY S. FORDMAN

Address: 2710 FARM OWNS LANE

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: PROSPER, TX 75078



**From:** jenna duffy [REDACTED]  
**Sent:** Thursday, April 20, 2023 1:34 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass comment  
**Attachments:** [US 380 Segement A Comments vJB.pdf](#)

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.

Hi Stephen,

A few comments and questions are below. Additional comments have been attached.

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

I am concerned about safety during construction and beyond and do not feel the study adequately addressed safety and access to our neighborhood during and after construction.

Tucker Hill is a front-porch community by design and given the amount of time spent outside and in our community, I am concerned about air quality and noise and do not feel they were adequately addressed nor were our facilities and neighborhood type properly identified in the study.

How will emergency response time be affected during construction period?

Has TxDOT studied the full impact of air quality during and after construction?

Where were the air quality monitors located for the current study?

Was a study done to compare the safety of the turns on A compared to B?

I don't understand the air quality measures used? Can you explain them to me.

What will happen with overflow parking at Harvard Park into Tucker Hill when you take a row of parking?

Jenna Duffy

Email: [REDACTED]

**From:** Jenna Lefever [REDACTED]  
**Sent:** Wednesday, March 22, 2023 10:42 AM  
**To:** Stephen Endres  
**Subject:** Letter of Opposition to Segment A for U.S. 380 Bypass Project  
**Attachments:** [SLC Letter of Opposition to Segment A\\_3.22.23.pdf](#)

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 am submitting the attached letter, which states Southern Land Company's opposition to Segment A for the U.S. 380 bypass project, on behalf of Brian Sewell, president of Southern Land Company.

Thank you,  
Jenna

*Jenna Lefever*  
DIRECTOR OF PUBLIC RELATIONS

**SOUTHERN LAND COMPANY**  
Office: 615.778.2182 | Mobile: 717.870.4267  
Email: [REDACTED]  
3990 Hillsboro Pike, Suite 400, Nashville, TN 37215

[southernland.com](http://southernland.com) | [LinkedIn](#) | [@southernlandcompany](#)

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**From:** [REDACTED]  
**Sent:** Thursday, April 20, 2023 7:21 PM  
**To:** Stephen Endres  
**Cc:** Glen [REDACTED]; [REDACTED]  
**Subject:** Opposition to Segment A / 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.

Mr. Enders:

As McKinney homeowners and taxpayers, specifically as homeowners and taxpayers who reside in Tucker Hill, we find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and we publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e. TxDOT).**

As McKinney homeowners, we believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.

- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision.

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes .... two versus five. However, segment A is one mile longer, has six new interchanges rather than five, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified two with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW

width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.

- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but,

Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community are what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. Our comments are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed us to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the

existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, than Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must



be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

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TxDOT has not completed the required aesthetic impact analysis for the whole project.

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TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

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More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

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Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as

the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills, the school where one, and eventually both, of our grandchildren attend. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

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TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding.

>Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

## **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. We strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. I, Glen, have suffered from asthma since I was a young child, and the effects of air pollution caused by this project will surely have a negative impact on my health. TxDOT should not proceed with this project until

they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each

pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must



vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

## **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. We ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill,

unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Thank you for considering all of the above.

Jennifer and Glen Gonthier  
7409 Ardmore St.  
McKinney, TX 75071

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
1. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
2. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
3. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)

4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)

2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)

8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)
10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and](#)

To Whom it May Concern:

I am writing to provide my comment regarding TxDOT's proposed alignment of the 380 expansion projection. Specifically, I am opposed to TxDOT's political and reckless decision to choose Segment A over Segment B. Not only does the fiscal and environmental costs associated with Segment A far exceed the cost impacts associated with Segment B, Segment A, it also is illogical and shortsighted given the northern growth occurring in McKinney and Collin County. I am a McKinney resident who will be directly impacted on two sides by the proposed alignment. I suffer from asthma and the pollution caused by the alignment will directly impact by ability to breathe and will likely force me out of my home. Not only is my health at risk, my work will also be directly impacted as I work from home and noise associated with the alignment and the fact that drivers are likely to driver right past my house to avoid traffic associated with the proposed alignment will make it highly unlikely that I can work from home. This will result in even more vehicles on our North Texas roadways as well as the environmental impacts associated with the increased traffic. I know that are others that have similar concerns.

I am deeply concerned about the clear and unequivocal evidence that TxDOT's judgment has been corrupted by the political gamesmanship, campaigning, and money interjected into this process by TxDOT and Manegait. TxDOT's credibility has been called into question and raises the concerns regarding to what extent have members of TxDOT's leadership been improperly swayed by personal promises and gifts. Unfortunately, Texas taxpayers, the environment, and those utilizing Texas roads will be the ones that suffer the consequences of these actions.

Additionally, The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e. TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TXDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TXDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TXDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TXDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TXDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TXDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TXDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TXDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

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The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable.

Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

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The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase "human environment" in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

In addition to the foregoing, there are a number of answered questions regarding the impacts of the proposed Segment A. In particular, how will the proposed alignment impact traffic inside neighborhoods. Has noise pollution be adequately considered. Whether an outerloop would better serve the need of fast growing population to the north. If segment A is chosen, why would it not cut north just east of Ridge where it is currently being expanded into undeveloped land?

Based on the foregoing, I would ask TxDOT to set aside the political influence and personal gain individuals representatives have been promised by politicians and business persons, and ask that they reconsider Segment B which is cheaper for taxpayers and has a less impact on existing homes and businesses and the environment.

Regards,

Jennifer A. Cheek

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR\\_About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)

3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation\\_2022\\_In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters\\_2021\\_Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times\\_2022\\_Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT\\_2023\\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT\\_2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian\\_2022\\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik\\_2022\\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory\\_2017\\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives\\_2023\\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian\\_2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest\\_2019\\_Air Pollution and Noncommunicable Diseases](#)
3. [PNAS\\_2018\\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution\\_2008\\_Human health effects of air pollution](#)
5. [Environmental Health Perspectives\\_2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine\\_2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology\\_2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives\\_2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and](#)

9. [Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)
10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)
35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)

36. [Air Alliance Houston\\_ No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)



Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)
19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)



#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)
17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health.](#)
20. [NAOTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle](#)

**From:** Jennifer Weis [REDACTED]  
**Sent:** Thursday, April 20, 2023 10:50 PM  
**To:** Stephen Endres  
**Subject:** US HWY 380 ROUTE A OPPOSITION

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.

To Whom it May Concern,

I am writing to show my strong opposition for Segment A of HWY 380 expansion. I have a few points to address.

First and foremost is that I am a resident of Tucker Hill who is protected under the ADA. I have sensory issues in which that a highway whose noise levels will exceed the legal decibel rating will quite literally drive me insane. Having a major freeway on top of my neighborhood will not only impact my quality of life but other residents of Tucker Hill and Stonebridge Ranch who have sensory issues from either PTSD, Autism, ASD, etc.

My other major concern is the pollution from the construction and eventual traffic from this major highway. As a lifelong asthmatic, this is very troubling to me. Being able to breathe without wheezing or relying on an inhaler to breathe is a right that shouldn't be taken away from anyone. How can you guarantee that my health won't be affected by this poorly chosen route? You can't.

I don't believe that TXDOT has done due diligence on environmental impacts to the existing wetlands and this route would wipe out a significant amount of 150 year old trees and essential wildlife.

There is another route that wouldn't wipe out wetlands, historic trees, planned hike and bike trails by the City of McKinney, business or existing homes. It would also save taxpayers in excess of TWO HUNDRED MILLION dollars. Why does TXDOT think it can just spend money like that when there is clearly another option that is more economical, sensible, responsible and in the best interest of those living near the proposed route A?

I don't believe the studies TXDOT has done paint an accurate picture of the noise and pollution levels that route A will bring to the residents of Tucker Hill, Auburn Hills and Stonebridge Ranch.

I believe it is in TXDOTS best interest to choose a different route or majorly revise Route A to protect businesses, homes and residents that are currently standing and not "proposed" communities or businesses.

Thank you,  
Jennifer Arnett  
2716 Majestic Ave  
McKinney, TX 75071

Sent via the Samsung Galaxy S21 Ultra 5G, an AT&T 5G smartphone  
Get [Outlook for Android](#)

**From:** Jennifer Carter [REDACTED]  
**Sent:** Tuesday, March 14, 2023 2:11 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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 know you've received every engineered comment possible.

So I will give you my very simple but honest concerns.

You all need to stop this nonsense.  
You know what is right - what is wrong.

It is wrong to hurt many for one.  
It is wrong to create chaos for communities of 20 years or more than to build in newer communities just beginning.

It is wrong to spend millions when it is not necessary - it's stealing.

It is wrong that one wealthy voice overrides a community of many.

It is wrong in this State of Texas to not be fair.

There is only one conclusion to come too - a bully has a vendetta and you all have let him win.

It's sad.

Especially sad here in Texas.

So that is it. I told my community I would send a comment - and here it is. You already know all of this - and my little existence is nothing to you all - but we moved to our home in McKinney in Tucker Hill for the love of the community as many did - and you all have once again proved that the deep pockets don't really care about the little man.

Sincerely,  
J. Carter

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:29 PM  
**To:** Jennifer DeLano [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Jennifer DeLano [REDACTED]  
**Sent:** Friday, February 24, 2023 6:23 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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,

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Jennifer DeLano

**From:** Jennifer Ellis [REDACTED]  
**Sent:** Friday, March 10, 2023 8:25 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Jennifer Ellis  
8504 Beech Ln  
McKinney, TX 75072

**From:** Jennifer Louise [REDACTED]  
**Sent:** Sunday, April 2, 2023 5:18 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 Bypass

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.

Senator Paxton, Representative Leach, and Mr. Endres:

I am writing to express my opposition to Segment C and my support for Segment D. I support Segment D because of its reduced impact on the environment and the lower number of homes, businesses, and community services that would be negatively impacted in comparison to Segment C.

Furthermore, the Texas Parks and Wildlife department also prefers Segment D because they recognize the disastrous environmental impact that Segment C would have.

Thank you for your attention to this matter.

Regards,  
Jennifer Eubank

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 9:56 AM

To: Jeni Fortenbury [REDACTED]

Subject: RE: 380 bypass - Segment A

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Jeni Fortenbury [REDACTED]

Sent: Saturday, February 25, 2023 11:38 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: 380 bypass - Segment A

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,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Reasons to consider OPPOSING Segment A:

Costs taxpayers \$98.8 million more

Impacts 57% more natural wetlands & wildlife Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

Reasons to SUPPORT Segment B:

Requires 73% fewer business and residential displacements Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road 14% shorter, saving time and money

Thank you for your consideration,

Jennifer Fortenbury

[A Texas Department of Transportation (TxDOT)  
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa%2Ffety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C49a37eba4ed04996eccc08db19a556b2%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131970126414880%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=8Syyg1oS0l0Gn64KtTCWZBCWZaDiQjC%2BpiESwGCJby4%3D&reserved=0>>



**From:** Jennifer Hagee [REDACTED]  
**Sent:** Thursday, March 16, 2023 1:04 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Jennifer Hagee

**From:** Jenny Lorenzo [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:43 PM  
**To:** Stephen Endres  
**Subject:** Staunch NO to SEGMENT A!

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.

Please help us save our beautiful community!!

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Jennifer Lorenzo

Sent from my iPhone

**From:** Jennifer Pruitt [REDACTED]  
**Sent:** Friday, March 31, 2023 9:16 PM  
**To:** Stephen Endres  
**Subject:** Re: Oppose Segment C of the 380 Bypass

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,

I oppose using Segment C of the 380 bypass and prefer using Segment D for the following reasons:

1. Using segment D would disrupt fewer citizens and households.
2. Using segment D would not disturb the forest land or wild life areas, or at least less disruption to natural areas.

Progress is good as long as it makes sense. It doesn't make sense to disturb 22 citizen families for segment C, when there is less impact on citizen families for segment D.

Graciously,  
Jennifer Pruitt  
Mckinney, TX

[Sent from AT&T Yahoo Mail on Android](#)

**From:** Jennifer Pruitt [REDACTED]  
**Sent:** Friday, March 31, 2023 9:15 PM  
**To:** Stephen Endres  
**Subject:** Oppose Segment C of the 380 Bypass

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,

I oppose using Segment C of the 380 bypass and prefer using Segment D for the following reasons:

1. Using segment D would disrupt fewer citizens and households.
2. Using segment D would not disturb the forest land or wild life areas, or at least less disruption to natural areas.

Progress is good as long as it makes sense. It doesn't make sense to disturb 22 citizen families for segment C, when there is less impact on citizen families for segment D.

Graciously,  
Jennifer Pruitt  
Mckinney, TX

[Sent from AT&T Yahoo Mail on Android](#)



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

OPPOSE C Route.

The Route goes directly through my house & displaces my family with TWO children. Parcel 403 is the area that destroys my house.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Jennifer Swim

Address: 7172 CR 338

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney TX 75071

**From:** Jennifer Watkins [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:46 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Jenny Ahlemeyer [REDACTED]  
**Sent:** Sunday, April 2, 2023 8:41 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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,

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Jenny Ahlemeyer

**From:** Jenny Kaiser [REDACTED]  
**Sent:** Wednesday, March 8, 2023 8:43 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thanks,

Jenny Kaiser

--



*Jenny Kaiser*  
MCKINNEY SALES MANAGER  
COLDWELL BANKER APEX REALTORS  
#1 Woman Owned Coldwell Banker in the U.S.  
20 Offices Serving Texas  
COLDWELL BANKER  
APEX REALTORS  
CELL: (214) 405-9060  
CBAPEX.COM | CBAPEXCAREERS.COM

On a mobile device? Click on my number here: (214) 405-9060





**From:** Jeremy Lowry [REDACTED]  
**Sent:** Tuesday, March 14, 2023 1:16 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards,  
Jeremy Lowry

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:18 AM  
**To:** Jeremy Puckett [REDACTED]  
**Subject:** RE: NO to Segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Jeremy Puckett [REDACTED]  
**Sent:** Monday, March 6, 2023 8:31 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A

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.

***NO to Segment A***

***As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.***

***I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.***

***Sincerely,***

***Jeremy Puckett***

**JEREMY PUCKETT**  
General Manager Operations

O: 972.801.3990 | M: 469.534.6092

[www.chrobinson.com](http://www.chrobinson.com)

8454 Parkwood Blvd | Suite 200 | Plano, TX 75024



\*\*\*\*\*  
\*\*\*\*\*

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the sender of the e-mail. The sender of the e-mail accepts no liability for any damage caused by any virus transmitted by this email. (IP)

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A Texas Department of Transportation message



**From:** The Antediluvian Express [REDACTED]  
**Sent:** Wednesday, March 22, 2023 12:53 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

A is more expensive, more disruptive and destructive, and did I say more expensive? Government acts as if they have a money. It's not your money so you don't care how bad you hurt retired people like myself. Collin County is becoming a place where ex teachers can't afford to live. Take the least expensive alternative for once. Support Plan B.

Jerry Bradley

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:45 PM  
**To:** jerry horton [REDACTED]  
**Subject:** RE: 380 Bypass Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** jerry horton [REDACTED]  
**Sent:** Tuesday, February 28, 2023 2:19 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass Segment B

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.

I wish to advise you to please vote NO to segment A and YES to segment B. I am a homeowner in Stonebridge Ranch, specifically LaCima Meadows facing Custer near Stonebridge Drive. I strongly support segment B and urge you to please vote YES for that proposal.

Jerry Horton  
1208 Winter Haven Lane  
McKinney, TX 75071  
214.592.4147



## SAVE STONEBRIDGE RANCH LIFESTYLE: EVERY COMMENT COUNTS

In the US 380 Bypass project (Coit Road to FM 1827), TxDOT has proposed the construction of Segment A which will cause untold damages to our Stonebridge Ranch lifestyle.

Contact TxDOT today by sending an email to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov) and comment:

**NO to Segment A**

***As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.***

***I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.***

Sincerely,

<Name>

*TERRY PATRICK Jones*

For more information:

<https://www.keepitmovingdallas.com/US380EIS>

SRCA Board of Directors Statement by Board President Jon Dell'Antonia

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:48 AM  
**To:** Jessica Garcia [REDACTED]  
**Subject:** RE: 380 Bypass NE McKinney: Oppose C Support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Jessica Garcia [REDACTED]  
**Sent:** Monday, February 27, 2023 4:55 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass NE McKinney: Oppose C Support D

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,

My name is Jessica Garcia and I am concerned about the 380 bypass that will take place on the NE part of McKinney. I live in an area that will be affected severely if segment C is chosen. I as well as all my neighbors support segment D as it would cause less damage to the remaining forests in central Collin County. If segment C is chosen it would destroy about 71% more acres of forests and woodlands and 141% of grassland and prairie which would also eliminate a large area of suitable habitat for endangered/threatened species. Segment C will also affect and displace more homes businesses and community resources.

In all honesty segment C would create more problems than solutions.

I know it's a tough decision but supporting segment D would be more beneficial for everyone.

Please support segment D.

Thank you,

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:55 AM  
**To:** Jessica Nunn [REDACTED]  
**Subject:** RE: 380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Jessica Nunn [REDACTED]  
**Sent:** Sunday, February 26, 2023 12:41 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 bypass

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.

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Jessica nunn



**From:** Jessica Vargas [REDACTED]  
**Sent:** Tuesday, March 14, 2023 1:21 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Jessica Vargas

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:58 AM  
**To:** Jessie Dortch [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Jessie Dortch [REDACTED]  
**Sent:** Friday, February 17, 2023 2:18 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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.

Hello. My name is Jessie Dortch and I would like to voice my opposition to the 380 bypass (route C). The bypass would destroy the property owned by a good friend. This property serves as a place for therapeutic horse riding, community rides, events, and church services. The bypass would go directly through the riding arena and honey bee area on the property, and the noise from the highway would be incredibly detrimental to the animals.

I would instead like to voice support of route D. It crosses through the flood plain, and would only disrupt 7 homes instead of 29. Thank you for listening, and I hope you will consider the impact of route C on the people and animals that call the area home.

Thank you,  
J Dortch

**From:** Jill Ables [REDACTED]  
**Sent:** Friday, March 10, 2023 8:52 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Jim Hysaw [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:23 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A!

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.

As a citizen of McKinney, TX and resident homeowner in the Stonebridge Ranch Community living near the intersection of Custer Road and 380, I strongly **“OPPOSE the construction of Segment A”** for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to the 36,000 residents who live with me in the Stonebridge Ranch Community as well as the thousands of citizens throughout McKinney.

I strongly urge you to **“implement Segment B”** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Jim Hysaw

Jim Hysaw  
8509 Gallery Way  
McKinney, TX 75072  
[REDACTED]  
214-837-4416

**From:** Jim Norton [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:03 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from [Mail](#) for Windows

**From:** Jim Reyes [REDACTED]  
**Sent:** Tuesday, March 28, 2023 6:23 PM  
**To:** Stephen Endres  
**Subject:** NO on Segment “A”

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.

Have those that will decide Segment “A” versus Segment “B” the crucial extra time to navigate from Stonebridge Ranch to have emergency “first responders” meet fire and health situations, especially in transport to medical facilities like Baylor Scott White where every minute “COUNTS”!

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Terrie Rice [REDACTED]  
**Subject:** RE: US 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Terrie Rice [REDACTED]  
**Sent:** Saturday, February 25, 2023 10:47 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 Bypass

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.

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Jim Rice

**From:** Jim Smith [REDACTED]  
**Sent:** Wednesday, April 19, 2023 9:09 PM  
**To:** Stephen Endres  
**Subject:** US 380 Segment A Comments  
**Attachments:** US 380 Segement A Comments vJB.pdf

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.

To whom it may concern:

I have attached a document with comments and views based on extensive research regarding your proposed Segment A choice and ask that you take these findings to heart and reconsider your current position and choose Segment B as the best option for current and future growth to our NW quadrant of the City.

In addition to the attached comments:

1. My wife has health issues that require multiple Doctor visits and health screenings and I am concerned about safety during construction and beyond and do not feel the study adequately addressed safety and access to our neighborhood during and after construction.

Will there be ease of access entering and exiting Tucker Hill?

How will emergency response time be affected during construction?

Where is the study to compare the safety of turns on Segment A compared to Segment B?

Best Regards,

Jim Smith  
972-898-8345



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Tuesday, February 21, 2023 8:50 AM  
**To:** [REDACTED]  
**Subject:** RE: Opposition to Route C - FM 2933 Collin County

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Jimmy Wilson [REDACTED]  
**Sent:** Monday, February 20, 2023 9:36 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Opposition to Route C - FM 2933 Collin County

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 Stephen Endres,

Even though I reside in the Atlanta, Georgia area, my wife and I are lifelong friends of Collins County ranch owner, Rebecca Smith. The ranch is used by the community for Therapeutic Riding as well as riding for church and community events. The ranch will be damaged by proposed Spur 399 Extension Section C, and would no longer be usable for horses and riding.

There is a proposed Extension Section D which would impact seven homes, while Section C impacts 29 homes, 15 businesses and seven community resources. Section C will also destroy one of the largest remaining forests in central Collins County.

My wife and I join with Collins County Ranch Owner, Rebecca Smith to urge the selection of Section D for the Spur 399 project.

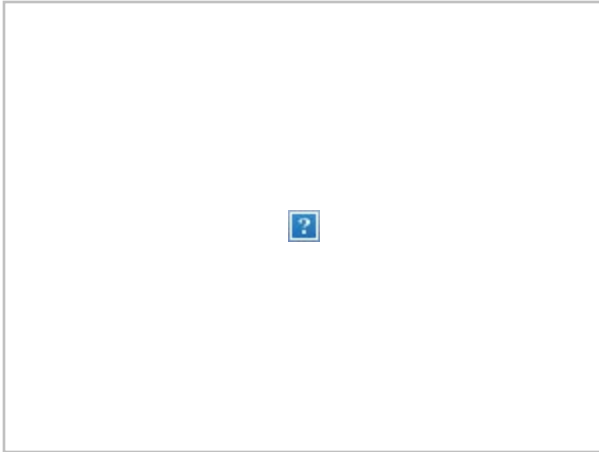
Thank you for your kind consideration.

Sincerely,

Dr. Jimmy and Deborah Wilson  
2865 Adams Pointe Drive  
Snellville, GA 30078

**Jimmy Wilson**

Pastor of Congregational Care  
**First Baptist Loganville  
& Loganville Ministry Village**  
680 Tom Brewer Road  
Loganville, GA 30052



**From:** [REDACTED]  
**Sent:** Tuesday, April 18, 2023 8:03 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A !

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.

Hello. We love our Stonebridge Ranch Community and we love living in McKinney. There is no place quite like it. Peaceful, quiet, friendly, safe. Segment A of the 380 bypass will ruin that. There is a better option with Segment B.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

TxDOT has an existing option, Segment B, that will COST less, REDUCE the tax burden on McKinney residents, destroy FEWER businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you.

Joanna Phillips

Sent from my iPhone

"Every child deserves a champion, an adult who will never give up on them, who understands the power of connection, and insists that they become the best that they can possibly be."

~Rita Pierson

**From:** Joe Mossinger [REDACTED]  
**Sent:** Wednesday, March 15, 2023 4:01 PM  
**To:** Stephen Endres  
**Subject:** No Bypass in Prosper

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.

Hi Mr. Endres,

I am writing to you to share my STRONG opposition to the bypass and Option B running through Prosper. I am a resident of Whitley Place and have been for the last seven years and disagree with the bypass running through Prosper for the following reasons:

- 12+ lanes going right through Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
- Directly affects and disruptive to numerous neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
- Prosper properly planned for expansion (380 can be widened!). If other towns didn't plan this can't be put on Prosper
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy and student drivers
- Increased Traffic and Noise
- Materially impacts ManeGait and the wonderful therapy they provide to children, veterans, and our disabled community
- Exorbitant costs of acquiring rights of way, adverse environmental impacts, wetland mitigation
- This design does not make for an acceptable proposal nor effective use of taxpayer money
- School buses having to go on a highway to take kids to school / young drivers for the high school having to deal with highways and high speeds
- Significant environmental impact: pollution, emissions, & poor air quality
- Safety of our citizens and students
- Decreased home values and overall desire of area
- Massive utility relocations that are critical to Prosper's infrastructure

- Substantial lost tax revenue to the Town and Prosper ISD

In closing, I highly oppose Option B and want 380 to stay on 380 or Option A to be considered.

Thank you,

Joe Mossinger  
4060 Chimney Rock Drive  
Prosper, Texas 75078

-- PROTECTED 關係者外秘

**From:** Joe Sadowy [REDACTED]  
**Sent:** Friday, March 31, 2023 2:18 PM  
**To:** Stephen Endres; Joe Sadowy  
**Subject:** HWY 380 Bypass / McKinney TX

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 have to imagine you receive thousands of emails and messages from homeowners and residents complaining about the work you do.

It seems everyone is a supporter of progress and development, as long as it does not happen in their backyard.

I am a resident of McKinney and live fairly close to HWY 380 near Stonebridge Drive. Our HOA provides us updates and information regarding the process and the planning that impacts Stonebridge Ranch.

Recently, they provided data suggesting that TXDOT appears to be close to making decisions on the new Hwy 380 Bypass. The information states that TXDOT appears to favor an option A for the location of the beginning of the loop construction on the western end rather than option B. They also provided data that indicates that option A will be significantly more expensive than B. The information also stated that option A will destroy more existing businesses and residences than option B in the construction of the roadway.

As you can imagine, this does not sound reasonable to me. Why would TXDOT proceed with a more expensive and more intrusive construction plan when there is a viable and more appealing option available?

Admittedly I would prefer this new construction to happen away from my current residence for obvious reasons. However, if the least expensive, least intrusive option was next to my residence, I would understand.

I have two requests:

1-If you are reviewing and tracking responses from McKinney residents like me, please record my feedback as a formal request for option B to be selected.

2-If there is information available from TXDOT that provides substantiation for the selection of option A, recognizing the additional expense and community impact. would you please provide the information to me?

Thank you very much for your consideration I appreciate your help

Joe Sadowy

**From:** John Pemberton [REDACTED]  
**Sent:** Tuesday, March 28, 2023 5:46 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 Stephen Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents,

destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
John and Nancy Pemberton

**From:** DAPHNE FIREstone [REDACTED]  
**Sent:** Wednesday, April 19, 2023 10:51 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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 am writing you because I am extremely concerned about the 380 bypass. My husband and I live in Tucker Hill which is directly off 380. We are an elderly couple and my husband has several heart and health issues. I am concerned because of the noise, traffic and confusion that will be taking place in our neighborhood.

First, there is questions about whether houses will be taken down. We are already seeing many neighbors putting their house up for sale. Second, we have found out that the noise is it going to be a very large problem. Proper testing has not been done to any of our knowledge. Sound walls and protection for our community has not properly been studied

The route labeled plan A is much more costly and affects many more of us than Plan B. Why would tax Dollars be used for this plan when they could save so much I using Plan B.

The Billingsley property which is nearby and just recently started construction seems to have had a great impact on why one plan was picked over the other.. Our neighborhood has a porch style neighborhood which has proved to be a wonderful addition to McKinney.

We are hopeful that some of our concerns could be revisited to say that there is reason to choose Plan B. It will save money , disturb fewer neighborhoods, and be a wiser choice.

Please explain why spending more money and disturbing more neighborhoods is being picked for the path to be used.

Many of us do not understand why the Outerloop couldn't be used to solve the problem and be an answer to help in traffic north of our area as well as help the traffic on 380. Has that ever been thought of as the path. If you connect The northern towns that bring much traffic to our area with Hwy 75 they could even be brought into the North Dallas Tollway easily by using the already designated Outer Loop.. this area is one of the fastest growing areas and tearing up a few blocks of 380 will hardly handle that traffic in a few years.

Respectfully submitted,  
John and Peggy Firestone  
Tucker Hill Residents.

I

Sent from my iPhone



**From:** Wendy Mae [REDACTED]  
**Sent:** Thursday, March 9, 2023 6:09 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As homeowners and citizens of McKinney, Texas, we OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, we understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. We strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards,

John and Wendy Corcoran

**From:** j balkovec [REDACTED]  
**Sent:** Thursday, March 9, 2023 4:23 PM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

March 9, 2023

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden o McKinney residents, destroy fewer businesses and homes, and result in ;less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely

John Balkovec

P.S. As I commented on in a previous letter to TxDOT, I do not understand why the connection of the 380 Bypass to the Dallas North Tollway is not considered at this time in lieu of 'A' or 'B'.

I suspect that your overall studies have already identified a connection of 380 to the tollway further north than its current location, i.e., the outer loop,

sent from I phone

**From:** [REDACTED]  
**Sent:** Thursday, March 16, 2023 12:20 PM  
**To:** Stephen Endres  
**Subject:** TX DOT, Hwy 380 Bypass Segments C & D (focus area 3)

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,

In connection with the proposed by routes referenced above I would like to express my opposition to segment C as proposed. Based on the available impacts both natural and human it seems that segment D is a vastly more favorable option.

As a longtime Collin County resident and regular user of this Highway I ask you also oppose segment C in favor of segment D.

Thank you for your time and service to the State of Texas.

Regards,

John Bickel

**From:** Cisar, John [REDACTED]  
**Sent:** Thursday, April 20, 2023 4:15 PM  
**To:** Stephen Endres  
**Subject:** 380 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.

Dear Mr. Enders,

I have several issues with TxDOT's proposed 380 expansion and alignment of option A. First, the growth projections used by TxDOT to justify the 380 expansion are wildly high and if those projection are true, many areas of Collin County will be unlivable before 2050 due to lack of water.

### 2.1.1 Population Growth and Projections

In 2019, Collin County had a population of 1,034,730 people, making it one of the most populous counties in Texas and has experienced a 32.4 percent increase in population between 2010 and 2019 (US Census 2019). According to the Texas State Demographer's 2014 population projections by migration scenario data, over the next 30 years Collin County could anticipate an increase in population of up to 160 to 170 percent. The city of McKinney has experienced even greater growth between 2010 and 2019 with an increase in population of 51.9 percent along with the town of Prosper which has experienced a 158 percent population increase over the same period (US Census, 2019). Officials from Collin County, the City of McKinney, the North Texas Municipal Water District, and the city of Irving continue coordination to construct numerous water supply projects to keep pace with the growth and development. (TxDOT, 2020, p. 1)

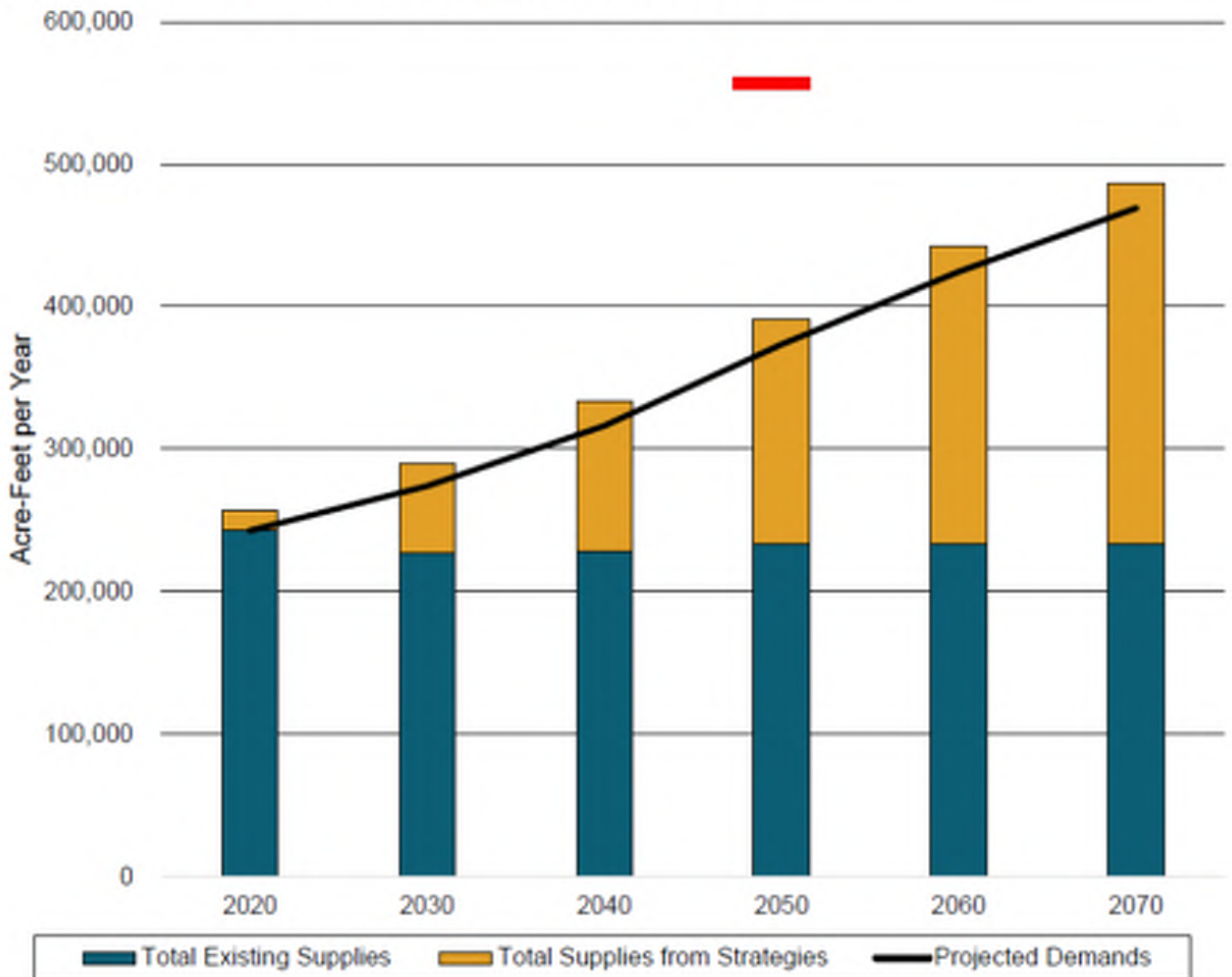
According to this statement, the 2050 Collin County population project is about 2,700,000 people. However, the Region C 2021 Water Plan paints at much different picture.

The population of Region C is projected to grow from 7,233,415 in the year 2016 to 10,150,077 in 2040 and 14,684,790 in 2070. This projected 2070 population is about 330,000 (or 2.24 percent) more than was projected in the 2016 Region C Water Plan. These projections have been approved by the Texas Water Development Board, as required by TWDB planning guidelines. This projection reflects a substantial slowing in the rate of growth that has been experienced in Region C over the last 50 years. (Freese and Nichols, Inc., et al., 2020, p. ES-4)

**Table 5E.1 Summary of Collin County**

(Values in Ac-Ft/Yr)	2020	2030	2040	2050	2060	2070
<b>Projected Population</b>	1,050,506	1,239,303	1,497,921	1,807,279	2,093,720	2,373,092
<b>Projected Demands</b>	242,505	273,778	316,053	373,126	424,158	468,710
<i>Municipal</i>	235,967	266,884	309,159	366,232	417,264	461,816
<i>Irrigation</i>	3,340	3,340	3,340	3,340	3,340	3,340
<i>Livestock</i>	912	912	912	912	912	912
<i>Manufacturing</i>	2,246	2,602	2,602	2,602	2,602	2,602
<i>Mining</i>	0	0	0	0	0	0
<i>Steam Electric</i>	40	40	40	40	40	40
<b>Total Existing Supplies</b>	243,009	226,454	228,220	233,297	233,722	232,707
<b>Need (Demand - Supply)</b>	-	47,324	87,833	139,829	190,436	236,003
<b>Total Supplies from Strategies</b>	13,540	63,304	104,920	157,581	208,357	254,039
<b>Reserve (Shortage)</b>	14,044	15,980	17,087	17,752	17,921	18,036

**Figure 5E.1 Summary of Collin County Demands and Supplies**



Using the TxDOT Collin County 2050 population figures of 2,700,000 instead of the Water Plan projections in table 5E.1 of 1,807,279, projected 2050 water demand would be 557,435 Ac-Ft/Yr (red bar inserted in figure 5E.1) instead of 373,126 Ac-Ft/Yr (using 2050 table 5E.1 planning factors). **That increased demand is roughly twice the existing available 2050 water supply and greatly exceeds total water supply from both existing and strategies by 43 percent.** The estimated short fall is 166,557 Ac-Ft/Yr.

The *2021 Region C Water Plan* indicates the water projects will not keep up with the TxDOT growth plan, and TxDOT's statement in the *Purpose & Need Memorandum* is erroneous. From an emergency management perspective, a continuation with this projected rate of growth will make parts of this North Texas area unlivable for many people based on the lack of water and the draconian water restrictions necessary to conserve remaining water supplies. North Texas cities will be fighting each other for those water resources.

Second, the concept of induced demand proposes adding more highway capacity will have the opposite effect of reducing congestion. *Down's Law of Peak-Hour Traffic Congestion*: On urban commuter expressways, peak-hour traffic congestion rises to meet maximum capacity (Downs, 1962, p. 393). In addition, this increase in capacity will be used by non-local people transiting the area and not provide tangible benefits to the local people who will have to deal with years of hassle and time lost in the construction of an expanded 380. Houston highways are a great example of TxDOT adding highway capacity and still not solving issues of local highway congestion. Induced demand can be summed up as "if you build it, they will come."

Third, Bypass Option A will isolate Tucker Hill subdivision from the rest of McKinney. This isolation goes against current Federal highway planning objectives of restoring community connectivity by removing, retrofitting, or mitigating highways or other facilities that create barriers to community connectivity (National Academies of Sciences, Engineering, and Medicine, 2023, p. 4). Also, Tucker Hill only access points are directly connected to US 380. Currently, with no other means to access Tucker Hill, construction of Option A and the associated traffic from temporary 380 detour roads will greatly restrict and even deny critical emergency services of fire, police, and medical from Tucker Hill citizens. Other 380 alignment options alleviate this issue. At this time, no plan has yet been presented that to give access to Tucker Hill of critical emergency services and any Stonebridge Drive connection is stalled in legal processes. We are still waiting for an answer from TxDOT in this matter.

Thank you for consideration on these concerns.

John Cisar, PhD, Fire and Emergency Management Administration (972-768-6288)

Downs, A. (1962, July). The law of peak-hour expressway congestion. *Traffic quarterly*, 16(3). 393-409.  
[https://babel.hathitrust.org/cgi/pt?id=uc1.\\$b3477&view=1up&seq=454](https://babel.hathitrust.org/cgi/pt?id=uc1.$b3477&view=1up&seq=454)

Freese and Nichols, Inc., Plummer Associates, Inc., CP&Y, Inc., & Cooksey Communications (2020, November). *2021 Region C water plan: Volume I main report*.  
[https://regionwater.org/planning\\_documents\\_category/2022-state-water-plan/](https://regionwater.org/planning_documents_category/2022-state-water-plan/)

National Academies of Sciences, Engineering, and Medicine. 2023. *Developing a highway framework to conduct an all-hazards risk and resilience analysis*. Washington, DC: The National Academies Press.  
<https://doi.org/10.17226/26924>.

Texas Department of Transportation (TxDOT)(2020, September 29). *Purpose & need memorandum - US 380 EIS, Collin County*. [https://assets.website-files.com/6033feeb7ee63a37aeaa8574/6033feeb7ee63a6d9aaa8650\\_CSJ%200135-02-065-CSJ%200135-03-053\\_US%20380%20EIS\\_PurposeNeed\\_Memo\\_V3\\_2020-09-29.pdf](https://assets.website-files.com/6033feeb7ee63a37aeaa8574/6033feeb7ee63a6d9aaa8650_CSJ%200135-02-065-CSJ%200135-03-053_US%20380%20EIS_PurposeNeed_Memo_V3_2020-09-29.pdf)

**From:** John DeLoma [REDACTED]  
**Sent:** Tuesday, March 28, 2023 8:20 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A - US 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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
John DeLoma  
7605 Willowbend Dr  
McKinney, TX

**From:** John Mack Grey [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:21 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
John Grey



**From:** John Hamilton [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:46 PM  
**To:** Stephen Endres  
**Subject:** Yes to Segment A

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.

As a homeowner and citizen of Prosper , TX., I strongly SUPPORT the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. I strongly urge you to implement Segment A as the preferred option for the US 380 Bypass from Coit Road to FM 1827 and appreciate the time and attention taken to resolve this route issue.

Thank you for keeping 380 on 380 through Prosper.

John Hamilton

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Thursday, January 26, 2023 1:44 PM  
**To:** [REDACTED]  
**Subject:** RE: Hwy 380 Bypass McKinney, Tx - Comments

We will add and address your comments to the US 380 EIS Public Hearing Summary.  
The US 380 DEIS is available for review at <https://www.keepitmovingdallas.com/US380EIS>

Stephen

---

**From:** [REDACTED]  
**Sent:** Thursday, January 26, 2023 10:17 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** 'Chris Hill' [REDACTED]; 'Darrell Hale' [REDACTED]; [REDACTED]  
**Subject:** RE: Hwy 380 Bypass McKinney, Tx - 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.

Stephen,

We live in East McKinney and are not in the direct path of this proposed Hwy 380 bypass work, but I continue to believe it is a waste of money and a needless assault on rural life. I don't believe the bypass will have any meaningful effect on Hwy 380 congestion. It is a poorly conceived knee-jerk project that fails to relieve the dense traffic on Hwy 380 from Denton to Princeton. Collin Co. missed the opportunity to expand Hwy 380 perhaps 30 years ago and now there are no easy options. I urge TXDOT to back-peddle on this and look into more useful and permanent remedies. How about spending some of that \$33 billion state war chest on something visionary, a 50 year solution? Should all these roads have free use? What about collaborating with NTTA to toll an express component on the original right of way? That has worked pretty well on 635 in Dallas.

Thanks.

John Helmer  
McKinney, Tx  
214-504-9935

---

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, April 5, 2022 8:57 AM  
**To:** [REDACTED]  
**Subject:** RE: Hwy 380 Bypass McKinney, Tx - Comments

Thank you for your comments. We will add them to our public meeting summary.

**Stephen Endres**  
Transportation Engineer

Dallas District | Texas Department of Transportation  
O: 214-320-4469 | [www.txdot.gov](http://www.txdot.gov)

---

**From:** [REDACTED]  
**Sent:** Tuesday, March 29, 2022 5:09 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Hwy 380 Bypass McKinney, Tx - Comments

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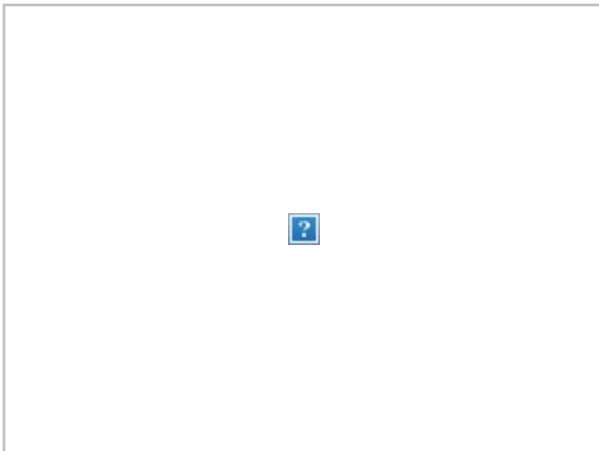
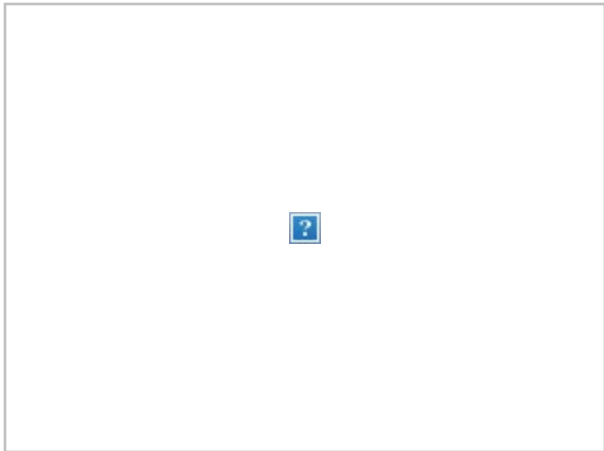
Hi Stephen. Thanks for considering comments on the Hwy 380 Bypass plan. Mine exceeded the online form limit so here it is:

The Sam Rayburn Toll Road (SRT) was built in record time by the NTTA. Same with the President George Bush turnpike (PGBT) in North Dallas/Plano. Also, the LBJ Express project in North Dallas. These are great roads. I am in favor of tolling all public arterial roads. Consider that the Highway 380 congestion is not just localized to McKinney; Hwy 380 is difficult from Denton to Princeton and beyond. It is a 36 mile problem. Denton built loop 288 many years ago, which allows access both north and south to Hwy 35. We need a visionary plan to reduce the drive times throughout this area. Why not consider a limited access toll road on the original Hwy 380 ROW, either elevated or below grade. Operate it like all the other toll roads. I see a need for eventual rail down the centerline, serving Denton, McKinney, possibly over to Greenville and all points in between. The current plan to deviate north will require the purchase of very expensive right-of-way, and will be detrimental to Prosper and North McKinney. And the increased distance would be a deterrent to use, and not of much interest to drivers intending to go south on Hwy 75. The proposals I have seen are

short-sighted knee-jerk reactions on the “just do anything” category of bad planning. Why not slow down and think big in creating solutions that will not be obsolete when the last concrete is poured? Consider asking the NTTA for their ideas.

Thanks for listening.

John Helmer  
708 Pearson Ave.  
McKinney, Tx. 75069  
214-504-9935



**From:** John Kavulich [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:50 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

John Kavulich  
713 Marioneth Dr  
McKinney TX

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:57 AM  
**To:** John Manton [REDACTED]  
**Subject:** RE: US 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** John Manton [REDACTED]  
**Sent:** Friday, February 17, 2023 3:11 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 Bypass

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.

I strongly encourage that TXDOT utilize Route D as the best option for our city. The houses and business shouldn't be touched and the floodplain is the best option. We use business in the path of C and losing those would be devastating to the community and our needs.

Thank you,  
John Manton

**From:** John Mazzolini [REDACTED]  
**Sent:** Tuesday, March 21, 2023 9:14 AM  
**To:** Stephen Endres  
**Subject:** BROWN Alternative Re: COMMENT PERIOD EXTENDED: US 380 from Coit Road to FM 1827

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 morning Stephen,

My vote is for the Brown Alternative.

I'll spare you the reasoning and long explanation for this choice as I'm sure you have heard the same thing from others and are aware of everything due to TXDOT's extensive research.

You are welcome to reach out any time. Have a good day!

Kind regards,  
John



**John Mazzolini**  
Realtor | Monument Realty

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214-218-6156 | [REDACTED]

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4145 Travis St Ste 204 | Dallas 75204

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intended recipient, you are hereby notified that any use, disclosure, dissemination, distribution, or copying of this information is strictly prohibited.

On Tue, Mar 14, 2023 at 5:40 PM Texas Department of Transportation <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

[View this email in your browser](#)



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TxDOT has extended the comment period for the US 380 EIS project from Coit Road to FM 1827 through **Wednesday, April 5, 2023.**

TxDOT encourages you to visit the public hearing website [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS) to review the full draft EIS document, study materials and to submit comments.



You can also submit comments by email to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov), or by mail to Mr. Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643.

***All comments must be received or postmarked by  
Wednesday, April 5, 2023.***

If you have any general questions regarding the proposed project, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or [Stephen.Endres@txdot.gov](mailto: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 9, 2019, and executed by FHWA and TxDOT.*

---

**TxDOT Dallas District**  
4777 East US Highway 80  
Mesquite, TX 75150

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**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:29 PM  
**To:** JOHN SOLOMON [REDACTED]  
**Subject:** RE: HWY 380 Project

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** JOHN SOLOMON [REDACTED]  
**Sent:** Friday, February 24, 2023 5:59 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** HWY 380 Project

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.

**Stephen,**  
**I would like to express my thoughts on the HWY 380 project. Thanks fir your consideration.**

**NO to Segment A, YES to Segment B**

Best Regards  
John

972-569-7669  
[REDACTED]



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Oppose C! Please take a second look at section D. I have a son under 9 year old and a 5-year old daughter who have been raised in our home (which is displaced by parcel 403). ~~Oppose~~ Section C affects and displaces more

	C	D
Residents	29	7
Businesses	15	4
Community Resources	7	0

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: JOHNNIE HOWELL

Address: 2172 COUNTY ROAD 338

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney TX 75071

**From:** Jon Bolen [REDACTED]  
**Sent:** Friday, March 10, 2023 6:21 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Feedback

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.

Stephen:

I submitted the following feedback on the TXDOT website and shared it with both Mayor Fuller and Councilman Cloutier. I wanted to share it with you directly to ensure it was received and considered.

To whom it may concern:

I regret not being able to attend the public hearing. I believe a bypass is required to support growth in the northern corridor. However, I am thoroughly flummoxed at how TXDOT reached a decision to move forward with Segment A rather Segment B for this project.

Let's first look at your somewhat disingenuous benefits for Segment A:

- Displaces fewer homes 2 versus 5. Correct, however segment A is one mile longer, has seven potential major utility conflicts versus just two for Segment B and displaces 15 business versus zero. Additionally, Segment A encroaches on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands. Finally, the estimated cost to construct Segment A is nearly \$200M more than Segment B (unless the even more intrusive shift option is chosen, then the increase is "only" \$100M).
- Results in lower potential impacts to planned future residential homes. Have we canvassed the "future residents" to measure the impact on their planned use of our community? I suspect the voices of the current residents should be a priority over unidentified residences.
- Avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of the McKinney community.
- Utilizes more of the existing US 380 alignment. True, but the Segment A alignment effectively severs a portion of NW McKinney from our community and creates an island of residents who become more closely aligned with Prosper than McKinney. We did not move to Prosper, we moved to McKinney.
- Avoids impact to MainGait Therapeutic Horsemanship property, the subject of substantial public concern. This is pretty laughable. There is no great "public concern" over MainGait. Until this discussion arose, I would contend few people in the area even knew of its existence. More concerning is that you call out the impact of the ROW to the founder's property. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a real estate developer and home builder who stands to gain personally by the selection of Segment A over B. Oh, to be certain, I have been to a MainGait 'charity' auction where well-heeled patrons bid tens of thousands of dollars for vacation

packages and sports memorabilia. At the time, we all drove in from Dallas to pay homage.

What is missing from your comments and analysis is the impact on neighborhoods like Tucker Hill. Tucker Hill is an iconic neighborhood and destination for McKinney residents to celebrate special occasions. It is one of only two neighborhoods in the country developed by Southern Land as a front porch community.

The Founders Square park does not just service the residents of the community, but is a destination for countless families as the backdrop for homecoming pictures, prom pictures and family photo shoots. A trip to the square on any given Saturday in the spring will find scores of young people in their most formal dress capturing memories. At Halloween, the streets are lined with residents from all over McKinney as children, young and old, try to recapture a touch of Americana. The Tucker Hill community welcomes them all with open arms. The sidewalks are nearly impassible and the laughter fills the evening well passed dusk. Finally, during the Holiday Season, when nearly every home is lit celebrating Christmas or Hanukkah the neighborhood is breathtaking and once again the streets fill with residents from the surrounding area so that they might recapture a touch of American tradition.

Segment A will effectively sever Tucker Hill, a gem in the McKinney landscape, from our community. It appears there has been little to no thought of actions that could be taken to mitigate the impact of Segment A on our neighborhood. Some ideas for discussion and resolution:

- A sound barrier has been proposed on the south side of the bypass, but essentially dismissed for the north side. A plan to erect a sound barrier and to partner with the neighborhood with funds earmarked to restore the aesthetic of the entrance at Tremont Boulevard (after construction of the bypass) would be helpful.
- For years, Tucker Hill residents have waited to be connected to the McKinney trail system for cycling and walking. How could TXDOT partner with the city of McKinney to connect the neighborhood via trails to the broader community?
- Finally, without detailed plans on an extension of Stonebridge Drive to facilitate a second manner of egress for the neighborhood, the residents can only envision complete isolation. What can TXDOT do to facilitate the progress of the Stonebridge Drive extension project and ensure amicable agreement between the City of McKinney and Southern Land Company?

The support laid out for Segment A seems strained, at best, and more than a little biased towards a single individual or entity. The indifference to the facts and costs to construct Segment A (versus Segment B) seems irrational. The lack of mitigating strategies to offset the impact of a suboptimal strategy lacks empathy and foresight.

I urge you to follow the data and reconsider your recommendation of Segment A for the bypass. If you cannot, I would challenge you to provide more complete recommendations to preserve the northwest McKinney community in earnest.

Hopefully, we'll see you or your children at our fountain in the spring, on our sidewalks at Halloween or singing Christmas carols in December.

**From:** Jon Bolen [REDACTED]  
**Sent:** Wednesday, April 19, 2023 12:14 PM  
**To:** Stephen Endres  
**Subject:** US 380 Segment A - Comments  
**Attachments:** US 380 - Segment A comments - Final.pdf

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.

Stephen:

I am a McKinney homeowner and I have lived in the Tucker Hill community since 2018. In 2020, my 82-year old mother purchased in the community about 12 doors down from my wife and I. We live on State Boulevard and can both see and hear US 380 from our front porch. We sat on the porch when we made our decision to buy the home. We can be found on our front porch, like many of our neighbors, on many evenings. In fact, we consider this outdoor space an integral part of our home. Naturally, we are concerned about the impact of the proposed 380 bypass on our lifestyle and ability to enjoy our property.

I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to the residents of Tucker Hill, the City of McKinney as a whole and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

First, the facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment B does, in fact displace fewer homes 2 versus 5. However, segment A is one mile longer, has seven potential major utility conflicts versus just two for Segment B and displaces 15 business versus zero business for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B. This presupposes that the even more intrusive shift option is not chosen (given that we do not have a full understanding of the environmental impact). However, if it were selected the increase still \$100M more than Segment B.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public

concern of the impact to the residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, individuals affiliated with Darling leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill for his personal gain.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way and moving forward with flawed data will cause irreparable harm to the Tucker Hill community. A new noise study must be conducted (with more receptors) and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, a fire pit and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. However, in March of 2021, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot

year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT’s conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT’s introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. The shift option cannot be adopted without an additional impact study.



**Air Pollution**

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

### Quality of Comments Collected

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of these comments. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Jon Bolen

**Jon Bolen**  
*Chief Executive Officer*  
(469) 291-9774

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## **SRCA Board Unanimously Approves US 380 Bypass Project Statement: NO to Segment A, YES to Segment B**

### **Resolution on TxDOT's 380 Bypass Project Feb 23, 2023**

As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors who were elected to make decisions that are in the best interest of the 9461 residences of Stonebridge Ranch and its 36,000 residents who live in McKinney.

In a unanimous vote of the Board of Directors of Stonebridge Ranch at its meeting on February 23, 2023, on behalf of our Association's 36,000 residents, we hereby make an official statement adamantly **opposed to TxDOT's Preferred Alternative Segment A of the "Blue Alternative" and continue to Support Segment B** as the best option available for this project. It is the least disruptive to businesses and homes and the least expensive option available as evidenced by the Segment Analysis developed by TxDOT in March of 2022 and February 2023.

Our opposition to Segment A of the "Blue Alternative" is based on the following facts presented by TxDOT in their February 2023 Announcement:

1. Segment A destroys 27 businesses, 12 displacements and 2 homes currently. It will likely be more than that by the time the project is constructed whereas Segment B destroys no business, 7 displacements, and 5 homes.
2. The cost of Segment A right of way acquisition estimated today is \$957.8 million compared to \$888.8 million for Segment B. It is likely to reach more than \$1 billion by the time the project is constructed based on current construction projects which are not counted in the current TxDOT estimates.
3. The proposed Blue Alternative which includes Segment A calls for \$120 million from the City of McKinney for right of way acquisition which will be an unplanned tax burden to McKinney taxpayers. The amount of that tax burden quite likely will increase as the cost of ROW acquisitions and related expenses increase.
4. Segment A will have a significant detrimental impact on Stonebridge Ranch and Tucker Hill which border the proposed construction of Segment A. It will create major traffic disruption, increased noise, and increased health and environmental problems, not to mention the impact on schools, morning and afternoon traffic, and school zones divided by US380 Segment A.

To reiterate, our Board, on behalf of our residents, has unanimously voted to support Project 380 Segment-B that crosses Custer Road North of 380 and enters Highway 380 West of Custer Road and oppose Project 380 Segment -A of the "Blue Alternative".

Thank you for taking the time to consider this letter and our position.

Jon Dell'Antonia  
Board President  
Stonebridge Ranch Community Association  
6201 Virginia Parkway  
McKinney, TX 75071



## Stonebridge Ranch Community Association, Inc.

6201 Virginia Parkway  
McKinney, Texas 75071  
Office (214) 733-5800  
Fax (214) 778-0595

*Board of Directors*

*April 20, 2023*

Mr. Stephen Endres, PE  
TxDOT Project Manager

Stephen,

I have been thinking more about the 380 Bypass project and have developed two different alternatives that I would like you to seriously consider. In my opinion, both are better options than the current plan using Segment A on the Blue Alternative Route.

**Option 1:** Create an entirely new route from Highway 75 to Highway 35 using the newly approved freeway from Denton to the Dallas North Tollway in Prosper by curving the proposed Segment A north from Segment E where it now curves back into 380 (Segment A) and connect it to the Dallas North Tollway from Denton to the Tollway that is going to be constructed. This would create an entirely new route from Highway 75 to Highway 35 which would solve a myriad of traffic problems. Bringing more traffic back to 380 regardless of the location will only exacerbate the existing traffic problems, doing nothing to resolve local traffic issues. The only drivers who would benefit from the proposed Blue Alternative with Segment A are those traveling from east of Highway 75 to west of Custer Road or the reverse. The Highway 75 to Highway 35 option described above would have the following benefits:

1. Create an entirely new route from 75 to 35 which we desperately need.
2. Preserve the 30 businesses that will be destroyed under the existing proposed Segment A route.
3. Provide seven connections back into 380 from multiple connections: Hardin, Lake Forest, Ridge Road, Stonebridge Drive, Custer Road, Coit Road and Dallas North Tollway.
4. Provide better travel options for the population of Celina and other communities located north of Prosper (and Prosper) by giving all of them easier access east and west and to 380.

**Option 2:** Stop the construction of the proposed US380 Bypass at Highway 75. Construction of the bypass from Farmersville to Highway 75 appears to solve some traffic issues by providing an alternative route north of existing 380. Stop the project there, do not build the bypass further west as it is not going to improve the traffic



**Stonebridge Ranch  
Community Association, Inc.**

6201 Virginia Parkway  
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on that segment. It will only make a bad situation worse by bringing additional traffic back onto 380 and do nothing to improve local traffic. This option has the additional benefit of resolving all of the issues that exist for the impacted areas in McKinney and Prosper.

I trust you will seriously consider these options as I believe they are significantly better than the current plan. I would be pleased to discuss them further with you.

Respectfully,

Jon Dell'Antonia  
Board President  
Stonebridge Ranch Community Association

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:23 AM  
**To:** Jon Dell'Antonia [REDACTED]  
**Subject:** RE: Comments from Stonebridge Ranch on Project 380 bypass Segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Jon Dell'Antonia [REDACTED]  
**Sent:** Sunday, February 26, 2023 11:57 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Comments from Stonebridge Ranch on Project 380 bypass Segment A

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Stephen

Attached is a resolution passed by our Board of Directors at is Feb 23, 2023 meeting opposing Segment A and Supporting Segment B of the Blue Alternative preferred Route proposed by TxDot in January of 2023.

Jon Dell'Antonia  
Board President  
Stonebridge Ranch Community Association

**From:** Stephen Endres <Stephen.Endres@txdot.gov>

**Sent:** Tuesday, February 7, 2023 9:26 AM

**To:** Jon Dell'Antonia [REDACTED]

**Subject:** RE: TxDOT decision on project 380

Yes, we can discuss at the February 16<sup>th</sup> public hearing.

I would say it is rare that an alignment is changed, but that is why we hold public hearings and conduct public involvement.

TxDOT is required to allow for review of the design schematics and DEIS. Things do come up where the design is changed even slightly.

TxDOT does realize there is continued development around both alignments and impacts continue to increase above the numbers we show in DEIS.

We try to be up to date at the time we write the Draft EIS.

Stephen Endres

---

**From:** Jon Dell'Antonia [REDACTED]

**Sent:** Monday, February 6, 2023 9:26 AM

**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

**Subject:** Re: TxDOT decision on project 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.

Stephen

While we disagree on the decision to recommend Segment A, I do appreciate your willingness to continue discussions with me.

Your comment that we can discuss more is something I would like to pursue.

th

Could we meet at the Feb 16 meeting to discuss? Realistically, what would it take for you to change the preferred option of A back to B? Is that even possible or are we just wasting our time?

In reading your announcement, I note that you indicate it will displace 35 businesses and 22 homes. That is an incorrect statement. You may not be aware that as I write this email, there is construction going on East of Custer road of additional business and apartment complexes. I would estimate that the number of businesses impacted is closer to 50. Additionally, there is a major apartment complex being constructed on the property proposed for Segment A. Your estimate of \$248 million for right of way acquisition is too low in my opinion. With all of the current and foreseeable construction, I believe it will be more in the range of \$400-\$500 million.

As I have mentioned before, currently under construction is the expansion of Ridge Road from 380 to Wilmeth as a four lane divided highway. It is planned for extension to Bloomdale Road. That is essentially the route for segment A which begs the question on whether we need an additional road that does the same thing less than a mile West of this one.

**If you changed your decision to segment B, this would provide two routes to connect back into Highway 380 from the bypass (Ridge Road and the bypass connection in Prosper) instead of just one providing more options and a better experience for drivers. It would also be far less expensive.**

I know the city is disappointed that you selected Segment A over Segment B as B was their preferred route which they voted to approve, In addition to the city, the homeowners in Tucker Hill and Stonebridge Ranch are also opposed as are the Billingley's who are currently constructing an apartment complex in the area defined for segment A. That is a significant number of people. Approximately at least 40,000 who are impacted.

I look forward to further discussion with you.

Jon Dell'Antonia



972-540-5067

---

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

**Sent:** Wednesday, February 1, 2023 2:29 PM

**To:** Jon Dell'Antonia [REDACTED]

**Subject:** RE: TxDOT decision on project 380

Good Afternoon,

In the DEIS, we give a brief description on why TxDOT selected the Blue Alternative (Segments A+E+C). It is the alignment which travels between Stonebridge and Tucker Hill.

The description is located in the DEIS on Page 2-38. [DRAFT ENVIRONMENTAL IMPACT STATEMENT \(keepitmovingdallas.com\)](#)

We can discuss more.

Stephen Endres

214-320-4469

#### 2.4 Identification of Preferred Alternative

The Blue Alternative (A+E+C) is recommended as the Preferred Alternative and has been developed to a higher level of detail than the other reasonable alternatives to facilitate the development of mitigation measures and concurrent compliance with other applicable laws, as provided for by 23 USC §139(f)(4)(D). Development of such higher level of detail will not prevent TxDOT from making an impartial decision as to whether to accept another alternative. The Blue Alternative as the Preferred Alternative for the US 380 McKinney project has been planned and designed to function independent of any other improvements. It would provide a complete and functional connection with existing US 380 within the Town of Prosper on the west and within the City of McKinney on the east to maintain route continuity, connectivity, and mobility without any additional improvements. The Blue Alternative meets the project purpose and need by providing roadway capacity and network connectivity to address population growth, increases in current and forecasted traffic volumes, and to address higher crash rates along existing US 380 through the Study Area. The Blue Alternative would provide additional roadway capacity to address growth and travel demand and connect travelers to education, employment, health care, and commerce centers in adjacent counties and across the rest of the Dallas Metroplex. The Blue Alternative would address safety along existing US 380 by providing a new location access-controlled freeway to support travel by through-traffic at higher speeds, while reducing the volume of traffic and easing congestion along existing US 380 for local travelers. The Blue Alternative requires the least amount of new ROW compared to the other Build Alternatives while also having the least impact on mapped floodplains and regulatory floodways, and minimizes impacts on grassland habitats and the conversion of farmland. No community facilities would be displaced by the Blue Alternative. It would minimize the number of receptors that would approach or exceed the applicable Noise Abatement Criteria, and result in the least number of noise receptors with substantial noise level increases resulting from

implementation of the project. Segments A, E, and C comprise the Blue Alternative. The following describes how each segment would avoid or minimize impacts to key resources. Segment A was a component of the Recommended Alignment in the Feasibility Study. Segment A would displace fewer homes in comparison to Segment B and would avoid displacing numerous proposed residences under construction west of N. Custer Road within the Town of Prosper. Segment A also had greater support from the public than Segment B. Segment E is common to all of the Build Alternatives considered and also was a component of the Recommended Alignment in the Feasibility Study. Segment E does not require land from Erwin Park and has been designed to take into account the development of the Future McKinney Sports Park. Segment C minimizes impacts to the mapped 100-year floodplains and regulatory floodways associated with Honey Creek, Clemons Creek, and the East Fork Trinity River. With an alignment outside of these areas, more of the roadway would be constructed on an earthen fill embankment requiring fewer bridges or elevated roadway sections to be built, therefore reducing anticipated construction costs. Draft Environmental Impact Statement 2.0 Alternatives Including the Proposed Action CSJs 0135-02-065, 0135-03-053, 0135-15-002 – US 380 McKinney – Coit Road to FM 1827 Page 2-39 The Blue Alternative would require the construction of noise barriers, purchase of stream and wetland credits within USACE-approved mitigation banks, and inclusion of compensatory storage within the Honey Creek/Clemons Creek/East Fork Trinity River floodplains. Construction of the Blue Alternative is estimated at \$2.872 billion (in 2022 dollars) W/O Spur and \$3.022 B W/Spur, and would be accomplished using a combination of state and federal funds. The estimated construction costs do not include the costs of proposed mitigation which may increase the total project cost.

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**From:** Jon Dell'Antonia [REDACTED]  
**Sent:** Friday, January 13, 2023 10:36 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** TxDOT decision on project 380

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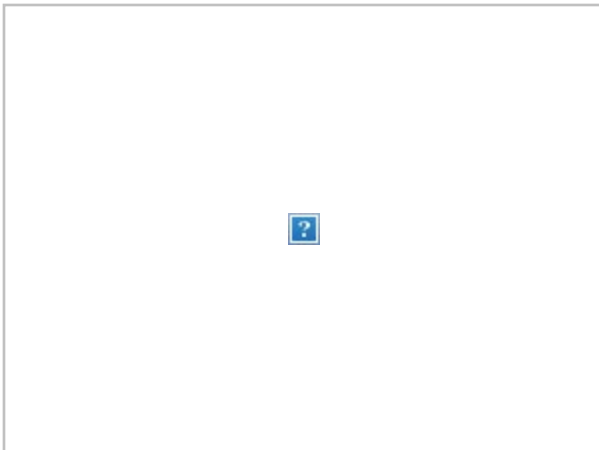
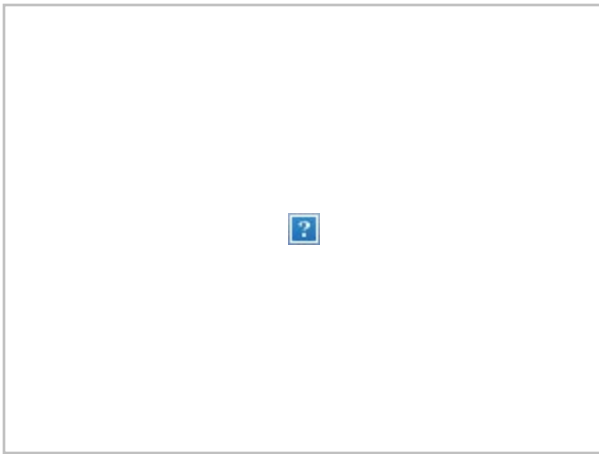
Stephen

I just learned that you selected Route A for the connection back into Highway 380 just East of Custer Road. I am deeply disappointed in your decision. I thought you would make it based on facts developed by your project team which clearly pointed out that option Route B was the best solution, not politics. Obviously, I was wrong—politics won.

I do not understand how you could select a route that is very disruptive causing many businesses to be removed and cost at least \$250 million more that Route B. Additionally, already under construction is a four lane divided road from 380 to Wilmeth which could easily connect to the bypass. Thus negating the need for another highway less than a mile away.

I would appreciate hearing an explanation from you on the rationale you used to make this decision.

Jon Dell'Antonia



**From:** Jon Dell'Antonia [REDACTED]  
**Sent:** Thursday, April 20, 2023 4:04 PM  
**To:** Stephen Endres  
**Cc:** Michael Morris; George Fuller  
**Subject:** New letter with alternatives to Segment A  
**Attachments:** [380 Bypass Alternatives to Endres edits accepted.docx](#)

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.

Stephen

Attached is a letter outlining two different alternatives to Segment A on the Project 380 bypass project. I hope you will take the time to read it and consider it seriously.

Jon Dell'Antonia  
Board President  
Stonebridge Ranch Community Association

### **Please reconsider, and choose Option B.**

I am baffled that TxDOT prefers Option A, a decision that is \$90-190M more expensive and requires a more complex compressed, depressed section of road directly affecting two long-established neighborhoods.

My family have been residents of Tucker Hill since 2009. We are appalled at the massive disruption that TxDOT would put on our daily lives when such a dramatically less expensive, less disruptive, and simpler option is available. I do not understand how TxDOT would approve so much expansion of the 380/75 interchange, and the widening of 380 to six lanes between 75 and DNT, with no regard to a future limited access freeway. I was here for the DNT expansion north, and the 121 expansion east over the last 20 years. They were well planned over 30 years! We understood that 380 expansion was coming when we bought our home. We watched 380 expand to its logical right of way boundaries in our area. We were confident that the outer loop was coming—because of all the supposed planning around it.

I have read the public documentation justifying Option A. I have concerns about both the review process and the recommendations from TxDOT:

#### **Displaces fewer homes (5 vs 2).**

Considering the overall impact of Segment A, and displacements over the entire project, 3 homes should at least be weighed against the disruption of thousands of current residents along the Option A corridor.

#### **Future displacements?**

“Option A results in fewer impacts to planned, future residences or proposed residences. under construction west of Custer.” Which is it? Are these residences actually under construction? How many *planned* residences would be impacted? If these rights of way were included in the budget process, are they actually worth \$90-190 Million in additional costs and time for the project?

At this point, these proposed neighborhoods are under business development and deserve the same concern as all the businesses along 380 that TxDOT will be directly impacted. More businesses are currently under active construction on both sides of segment A now, east of Custer—such as WestGrove.

#### **Option A utilizes more of the existing US 380 alignment.**

Why is this an actual benefit if it requires a much longer, much more expensive segment? What were the agreements between Collin County and TxDOT on how far the 380 right of way would extend? Did McKinney violate state agreements in its land use plan?

#### **Option A Avoids impact to ManeGait, the subject of “substantial public concern”.**

But TxDOT engineers confirmed that Option B had no impact on ManeGait. Why was there no discussion of the impact that 5 years of construction will have on the current 1000+ residents of Tucker Hill—and more on the Stonebridge side? Why are so many residents who will be directly impacted for 5 years or longer not at least mentioned under the impact?

**TxDOT says that “there is not a substantial difference in travel times”.**

But Segment B is 20% shorter, and 25% faster, to get to the same end point. 25% seems kind of substantial, especially since Segment B would have less impact on both the Tucker Hill/Stonebridge corridor and on the 380/Custer intersection. A shorter *and* less complex Segment will have less maintenance expense as well.

**Under “improving safety”, TxDOT rates both option A and B as equivalent in safety.**

I do not understand how this can be true. A compressed, depressed section of roadway immediately after a 90-degree turn will cause visibility issues, just like they do on similar roadways in other parts of Dallas and Fort Worth. Any accident in that area would be harder for drivers to see and react to than a normally-spaced, smoother-turning roadway. Any accident in that area will be more difficult to clear and manage, because that roadway is far more difficult to get to.

**Utility displacements**

Segment A requires far more, and far more expensive utility conflicts. Our area has already had to deal with a decade of inconsistent electrical service that has become far more reliable only in the last two years.

**Residential and business displacements:**

The 2 residential displacements and 15 business displacements does not take into consideration the severe traffic disruption to Tucker Hill and Stonebridge, and the likely disruption to the Harvard Park businesses that will happen as construction needs force a wider right of way that will remove more roadway and parking than indicated in current plans. It also does not consider the effect that 5 years of construction will have on the existing businesses. CVS at 380 and Ridge has already announced that it will close, citing right of way concerns—despite the fact that the TxDOT materials says that there will be no additional displacements. TxDOT also does not consider the businesses actively being built along the north side of 380 between Custer and Stonebridge.

TxDOT justifications reiterate that Segment B does not impact ManeGait, and even notes a belated objection from a private landowner about a sensory trail that is not part of the ManeGait property. With respect, this sounds like political cover, not an argument based on the overall impact to actual existing homeowners and business and service owners.

**Noise:**

As a Tucker Hill resident, I am very concerned that the depressed, compressed section will not be enough to mitigate noise coming into the neighborhood. I am even more concerned for my neighbors in Stonebridge, who are elevated above the roadway—as opposed to Tucker Hill, which is (mostly) below the proposed roadway.

Last week, I sat outside 11117, a business at 380 and Stonebridge. I could see and hear 380 very well, because the terrain rises and these businesses will overlook the depressed section. At that point, will the depressed section actually reflect sound into this business area instead of protecting it from additional noise?

**Wetlands and farms:**

Segment B seems to have less than half the impact on wetlands and water features, and lower overall impact on farmland, than Segment A.

**Economic benefits:**

According to TxDOT materials on economic benefit, Segment B does not seem to impact Prosper any more or less than Segment A affects McKinney—it seems to be a wash, even though TxDOT notes that Prosper didn't have a land use plan and McKinney did.

**Induced growth:**

I have read these justifications several times, and I still do not understand TxDOT's position. It seems like there is greater economic benefit to a properly-planned limited access roadway that allows McKinney and Prosper years to adjust to and make minor adjustments to *barely-planned and zoned, unconstructed areas*, vs a longer, more expensive, more complex section between Custer and Ridge that will destroy existing businesses, stop the building of a new economic area on the southeast part of the Custer/380 intersection, and hurt existing traffic flows on 380/Custer, 380/Stonebridge, and 380/Ridge for years. Frisco seems to have done very well with a planned limited access roadway. If there is a clear economic benefit to A for induced growth for the entire, it doesn't seem that complicated to estimate. It also does not recognize how many existing businesses along 380 will be affected even if TxDOT does not say they will be directly affected. Numerous other businesses along this corridor will have much tougher entry and egress—not only Harvard Park, but the 380/Stonebridge area as well. If induced growth is an argument for Option A, then please state the economic case clearly.

**Public input:**

I believe that TxDOT received a lot of comments. How many of those comments came from residents who would be either directly or indirectly affected by Option B—for traffic disruption, construction noise, ongoing noise, or air quality. TxDOT seems to be very sensitive to political pressure from groups who are not affected by Option B and are unconcerned with the severe effects of more complex construction between two established neighborhoods—while being concerned about ManeGait, which TxDOT reiterated was not affected by Option B. I understand that many people have spent time, money, and care into ManeGait. But I do not understand how the perceived impact to 100 patients per week can carry more weight than the daily construction, traffic and noise affecting over a thousand residents of Tucker Hill alone.

**Practical considerations of the compressed/depressed section:**

TxDOT preliminary plans show that the entrance to Tucker Hill will be set back by 100 feet, but shows no other impact. That 100 feet impacts traffic trying to get out of the neighborhood. That set back will likely force other changes to the road or even eliminate Tremont/Fitzgerald access, because there will be less space for drivers to see traffic coming in or out of the neighborhood.

I am afraid that the plan to compress and depress the road between Tucker Hill and Wren Creek is wildly optimistic end up further encroaching more on both Tucker Hill and Stonebridge. 380 in this area is on a hill. In addition to the discussion of 12 lanes of traffic, shoulders and side trails will take up at least twice that much space. In particular, the compressed, depressed option planning does not appear to take into account the hilly terrain and how much more land actual construction in that area will take. Traffic engineers tried to assure us that construction would start on the south side before touching main traffic. But traffic engineers also told us that the Wren Creek noise barrier will not change. I cannot see how there will be space to expand on the south side side first—especially with three new eastbound lanes required to maintain current traffic capacity. TxDOT engineers seemed to agree once they looked closely at the plans during the hearing.

Estimated right of way costs: \$110 million to \$190 million, for a longer, more complex, far more disruptive plan to existing residents and neighborhoods doesn't seem like a good plan. TxDOT notes that there are parts of Section B that would be more expensive per mile, but then does not seem to take care to note the obvious expensive of the more complex, compressed/depressed section of highway between two established neighborhoods.

A compressed, depressed section of road makes complete sense when all options are going through developed areas. But Option B offers much less disruption to existing residents and is significantly cheaper and simpler.

Thank you for your consideration. If TxDOT continues to recommend such a massively disruptive option, I would like to ask TxDOT to hold a session directly with Tucker Hill and Stonebridge residents where they can walk us through how construction will mitigate this disruption to our daily lives.

Jon DeShazo



**From:** Jon DeShazo [REDACTED]  
**Sent:** Thursday, April 20, 2023 12:55 AM  
**To:** Stephen Endres  
**Subject:** 380 Expansion EIS comments from a resident along Option A

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.

**To whom it may concern:**

**Please reconsider, and choose Option B.**

I am baffled that TxDOT prefers Option A, a decision that is \$90-190M more expensive and requires a more complex compressed, depressed section of road directly affecting two long-established neighborhoods.

My family have been residents of Tucker Hill since 2009. We are appalled at the massive disruption that TxDOT would put on our daily lives when such a dramatically less expensive, less disruptive, and simpler option is available. I do not understand how TxDOT would approve so much expansion of the 380/75 interchange, and the widening of 380 to six lanes between 75 and DNT, with no regard to a future limited access freeway. I was here for the DNT expansion north, and the SH 121 planning over the last 20 years. They were well planned! We understood that 380 expansion was coming when we bought our home. We watched 380 expand to its logical right of way boundaries in our area. We were confident that the outer loop was coming—because of all the supposed planning around it.

I have read the public documentation justifying Option A. I have concerns about both the review process and the recommendations from TxDOT:

**TxDOT assertion: Displaces fewer homes (5 vs 2).**

Considering the overall impact of Segment A, and displacements over the entire project, 3 homes should at least be weighed against the disruption of more than a thousand residents of the Tucker Hill neighborhood and the thousands of current Stonebridge Ranch residents along the south side of the Option A corridor—as well as the (currently) \$190M additional cost of the Segment.

**TxDOT assertion: Future displacements?**

“Option A results in fewer impacts to planned, future residences or proposed residences under construction west of Custer.” These proposed neighborhoods affected by Option Bare under business development and deserve the same concern as all the businesses along 380 that TxDOT will be directly impacted. More businesses are currently under active construction on both sides of segment A now, east of Custer—such as WestGrove. The agency says nothing about how many *planned* residences would be impacted. If these rights of way were included in the budget process, how are requiring business owners to change their plans worth \$90-190 Million in additional costs and time for the project?

**TxDOT assertion: “Option A utilizes more of the existing US 380 alignment.”**

Why is this an actual benefit if it requires a much longer, much more expensive segment in this area?

What were the agreements between Collin County and TxDOT on how far the 380 right of way would extend?  
Did McKinney violate state agreements in its land use plan?

I have repeatedly heard Prosper's to say when there was no city in any part of these city boundaries. There is still only "proposed impacts" with Option B, while McKinney has had tens of thousands of residents, for 15-20 years, along the proposed Option A. The affected areas of Prosper are still in the planning stage—and would not even have been in the planning stage had TxDOT realized the obvious in 2016: that widening 380 was never going to be possible, and that the vast lightly used land north of 380 made a compressed, depressed roadway between two established neighborhoods completely unnecessary.

We are, of course, also dismayed that the long-planned Outer Loop has been delayed for so long yet will apparently be unable to keep up with traffic. We can understand that plans change; we cannot understand how TxDOT could be so inflexible in its planning and so unconcerned with tens of thousands of existing residents when the obviously simpler, cheaper, and less invasive Option B is available.

**TxDOT assertion: Option A Avoids impact to ManeGait, the subject of "substantial public concern".**

TxDOT engineers in this EIS confirmed that Option B had no impact on ManeGait. Why was there no discussion of the impact that 5 years of construction and ongoing isolation, noise, and air quality will have on more than a thousand residents of Tucker Hill and tens of thousands of Stonebridge residents on the south side?

Why are 150 therapy recipients per week--leveraging at least 14 acres of land that is not physically impacted by Option B--given so much more consideration of TxDOT concern than over a thousand residents of Tucker Hill and tens of thousands Stonebridge Ranch neighborhoods? Should not tens of thousands of residents and homeowners who will be directly impacted, every single day for years of construction and then the lasting impact of that construction, at least be mentioned under the impact?

**TxDOT assertion: "there is not a substantial difference in travel times".**

But Segment B is 20% shorter, and 25% faster, to get to the same end point. 25% seems substantial, especially since Segment B would have less impact on both the Tucker Hill/Stonebridge corridor and on the 380/Custer intersection. A shorter *and* less complex Segment will have less maintenance expense as well.

The EIS justifies Option B, not A. Again: how did TxDOT come to the opposite conclusion?

**TxDOT assertion: Under "improving safety", TxDOT rates both option A and B as equivalent in safety.**

Option A mandates a compressed, depressed section of roadway immediately after a 90-degree turn. This will inevitably cause line of sight visibility issues, just like they do on similar roadways in other parts of Dallas and Fort Worth. Any accidents in that area would be harder for drivers to see and react to than a normally-spaced, smoother-turning roadway—such as Option B. Any accident in that area will be more difficult to clear and manage, because the compressed, depressed section of roadway will be far more difficult to get in and out of.

Since Option B does not require two 90-degree turns—one of which ends/begins with a compressed, depressed section of road—it seems to be a far safer option.

And this safety consideration says nothing of the safety risks posed by traffic difficulties during a complex multiphase construction effort to tens of thousands of current residents. TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of a more comprehensive study of the compressed, depressed section of 380.

How does TxDOT even begin to rate these options the same on safety concerns?

**TxDOT assertion: Utility displacements**

Segment A requires far more, and far more expensive utility conflicts. Our area has already had to deal with a decade of inconsistent electrical service that has become far more reliable only in the last two years. TxDOT's recommendation of Option A places our area of McKinney and Prosper at risk of even less reliable service thanks to what will be years of utility changes—in an area that services a major local hospital and numerous physician offices to the east of Option A.

**TxDOT assertion: Residential an**

The 2 residential displacements and 15 business displacements does not take into consideration the severe traffic disruption to Tucker Hill several Stonebridge neighborhoods, and the likely disruption to the Harvard Park businesses that will happen as the construction reality of a compressed, depressed roadway that will require multiple stages of construction and excavation end up forcing a wider right of way that will remove more roadway and parking than indicated in current plans. It also does not consider the effect that 5 years of complex, multiphase construction efforts will have on the existing businesses north and south of the construction. CVS at 380 and Ridge has already announced that it will close, citing right of way concerns—despite the fact that the TxDOT materials says that there will be no additional displacements. TxDOT also does not consider the businesses actively being built along the north and south sides of 380 between Custer and Stonebridge.

What will be the recourse to both neighborhoods when TxDOT finally realizes that it does not have the actual room to build this section as it has been proposed—according to the engineering diagrams, with no incursion on the Stonebridge side and “only” removing 25% of the parking at Harvard Park?

TxDOT justifications reiterate that Segment B does not impact ManeGait, and even notes a belated objection from a private landowner about a sensory trail that is not part of the ManeGait property. With respect, this sounds like political cover, not an argument based on the overall impact to actual existing homeowners and business and service owners.

Why was ManeGait used as a justification for Option A when the EIS confirmed that there is no physical impact to ManeGait’s 14 acres?

Conversely, why is there no consideration of the actual impact to the boundaries of the Tucker Hill neighborhood, when even the proposed right of way physically changes the entrance, vegetation, and traffic patterns in and out of the neighborhood?

**Noise:**

As a Tucker Hill resident, I am very concerned that the depressed, compressed section will not be enough to mitigate noise coming into the neighborhood.

Also, Tucker Hill was classified by TxDOT as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is wrong. Tucker Hill is a “front porch” community: every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two firepits, an amphitheater, and a rooftop event space in the Harvard Park commercial area. It has become a Christmas light destination, and its fountain and green space areas are commonly used by non-neighborhood residents for photos.

Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood, and the neighborhood should be included in any future noise abatement studies.

That said, I am even more concerned for my neighbors in Stonebridge, who are elevated above the roadway—as opposed to Tucker Hill, which is (mostly) below the proposed roadway.

Last week, I sat outside 11|17, a business at 380 and Stonebridge. I could see and hear 380 very well, because the terrain rises along the south side and these businesses will overlook the depressed section.

Will TxDOT review how the depressed, compressed section will reflect sound into this business area and Stonebridge Ranch, instead of protecting it from additional noise?

**Air Quality:**

Segment A proposes a compressed, depressed section of roadway between neighborhoods of thousands of residents—and then a roadway to the east of Tucker Hill. How long, and how much dust will Tucker Hill

residents and Stonebridge Ranch r  
were already established neighborhoods when 380 widened to 6 lanes)?

It seems that any current studies performed under the EIS assumed much lower prevailing winds than we see in this part of north Texas. What will be the impact to air quality during and after construction to sides of the new road--but especially to Tucker Hill, which will have the road on two sides of the neighborhood?

**TxDOT assertion: Wetlands and farms**

Segment B appears to have less than half the impact on wetlands and water features, and lower overall impact on farmland, than Segment A.

**TxDOT assertion: Economic benefits**

According to TxDOT materials on economic benefit, Segment B does not seem to impact Prosper any more or less than Segment A affects McKinney—it seems to be a wash, even though TxDOT notes that Prosper didn't have a land use plan and McKinney did.

If there is a clearly defined economic benefit to Segment B that justifies \$200 million in additional spending and the unnecessary, massive disruption to the lives of tens of thousands of existing McKinney residents, would TxDOT present that data clearly?

**TxDOT assertion: Induced growth**

I have read these justifications several times, and I still do not understand TxDOT's position. It seems like there is greater economic benefit to a properly-planned limited access roadway that allows McKinney and Prosper years to adjust to and make minor adjustments to *barely-planned and zoned, unconstructed areas*, vs a longer, more expensive, more complex section between Custer and Ridge that will destroy existing businesses, stop the building of a new economic area on the southeast part of the Custer/380 intersection, and hurt existing traffic flows on 380/Custer, 380/Stonebridge, and 380/Ridge for years. Frisco seems to have done very well with a planned limited access roadway. If there is a clear economic benefit to A for induced growth for the entire, it doesn't seem that complicated to estimate. It also does not recognize how many existing businesses along 380 will be affected even if TxDOT does not say they will be directly affected. Numerous other businesses along this corridor will have much tougher entry and egress—not only Harvard Park, but the 380/Stonebridge area as well.

If there is a clearly defined "induced growth" economic benefit to Segment B that justifies \$200 million in additional spending and the massive disruption to the lives of tens of thousands of existing McKinney residents, would TxDOT present that data clearly?

**TxDOT assertion: Public input**

I believe that TxDOT received a lot of comments. How many of those comments came from residents who would be either directly or indirectly affected by Option B—for traffic disruption, construction noise, ongoing noise, or air quality. TxDOT seems to be very sensitive to political pressure from groups who are not affected by Option B and are unconcerned with the severe effects of more complex construction between two established neighborhoods—while being concerned about ManeGait, which TxDOT reiterated was not affected by Option B. I understand that many people have spent time, money, and care into ManeGait.

How does a perception of impact to 150 patients per week carry more weight than the daily construction, traffic and noise affecting over a thousand residents of Tucker Hill alone, and thousands more Stonebridge Ranch residents?

**Practical considerations of the compressed/depressed section:**

TxDOT preliminary plans show that the entrance to Tucker Hill will be set back by 100 feet, but shows no other impact. That 100 feet impacts traffic trying to get out of the neighborhood. That set back will likely force other changes to the road or even eliminate Tremont/Fitzgerald access, because there will be less space for drivers to see traffic coming in or out of the neighborhood.

I am afraid that the plan to compress optimistic end up further encroaching more on both Tucker Hill and Stonebridge. 380 in this area is on a hill. In addition to the discussion of 12 lanes of traffic, shoulders and side trails will take up at least twice that much space. In particular, the compressed, depressed option planning does not appear to take into account the hilly terrain and how much more land actual construction in that area will take. Traffic engineers tried to assure us that construction would start on the south side before touching main traffic. But traffic engineers also told us that the Wren Creek noise barrier will not change. I cannot see how there will be space to expand on the south side first—especially with three new eastbound lanes required to maintain current traffic capacity. TxDOT engineers seemed to agree once they looked closely at the plans during the hearing.

Estimated right of way costs: \$110 million to \$190 million, for a longer, more complex, far more disruptive plan to existing residents and neighborhoods isn't a good plan. TxDOT notes that there are parts of Section B that would be more expensive per mile, but then does not take care to note the obvious expense of the more complex, compressed/depressed section of highway between two established neighborhoods.

A compressed, depressed section of road makes complete sense when all options are going through developed areas. But Option B offers much less disruption to existing residents and is significantly cheaper and simpler.

If TxDOT continues to recommend such a massively disruptive option, I would ask TxDOT to hold a session directly with Tucker Hill and Stonebridge residents where they can walk us through how TxDOT construction planning will somehow mitigate this disruption to our daily lives. The February session did not even have the Option A engineers available when I tried to ask detailed questions about the plan.

Sincerely,

Jon DeShazo  
2204 State Blvd  
McKinney, TX 75071

**From:** Jonathan Cobb [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:55 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Jonathan Cobb

Sent from my iPhone

**From:** Jonathan Goldstein [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:48 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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:

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

**Jonathan Goldstein, CSP-SM**

Cell [\(972\) 832-4721](tel:9728324721)

[REDACTED]

Sent from my iPhone

**From:** Jonathan Kenney [REDACTED]  
**Sent:** Thursday, March 9, 2023 4:59 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



**From:** J W [REDACTED]  
**Sent:** Tuesday, March 21, 2023 3:37 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A / YES to Segment B

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.

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Joni Woodruff

**From:** Jordan Hope [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:48 PM  
**To:** Stephen Endres  
**Subject:** No Segment A

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.

Hi,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Jordan Hope

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:48 AM  
**To:** Jordan Thompson [REDACTED]  
**Subject:** RE: US 380 Bypass NE McKinney - Support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Jordan Thompson [REDACTED]  
**Sent:** Monday, February 27, 2023 5:24 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 Bypass NE McKinney - Support D

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'd like to lend my voice to the planning of the 380 Bypass in McKinney.

I'm asking for your support of Option D. I am opposed to C.

I've lived here for more than a decade. Simply put, Option C is more disruptive to the community. Option D would impact fewer homes. Option D would impact fewer farms. Option D would impact fewer businesses. The numbers speak for themselves.

Option C fails to offer a compelling outcome. Neither the road performance, cost, nor environmental impact is persuasive.

I'd be happy to elaborate further. Please contact me if you'd like to discuss the merits of these alternative choices. I would ask for your support of Option D.

Thank you,

## Jordan

Jordan Thompson, AIA, NCARB, LEED AP BD+C  
Director of Operations, Principal  
t 214.283.8864 m 469.534.3722

## Perkins&Will

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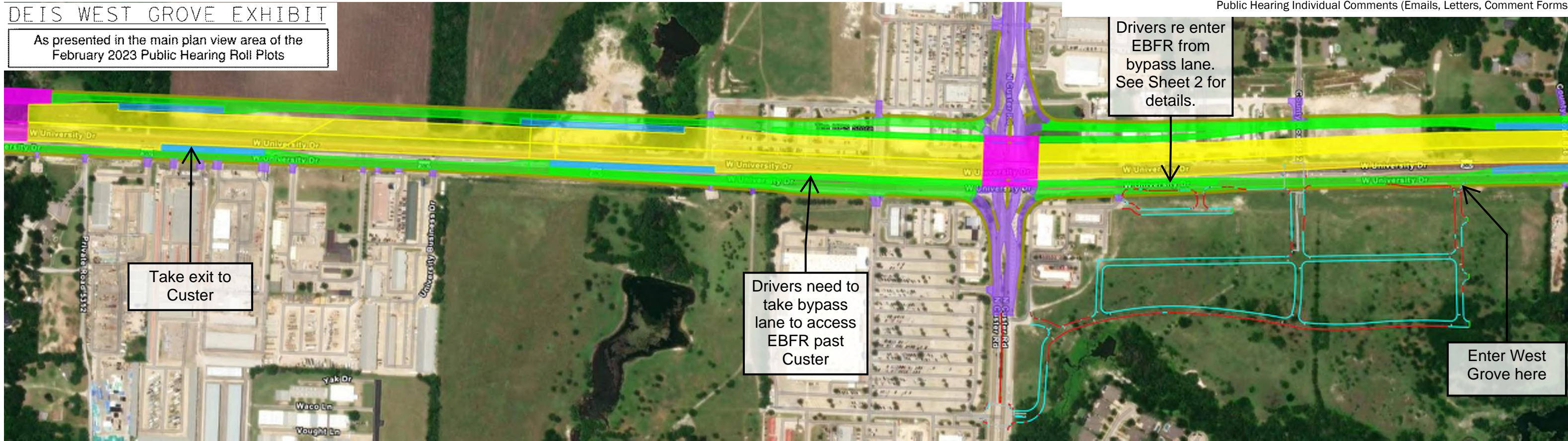
A Texas Department of Transportation message





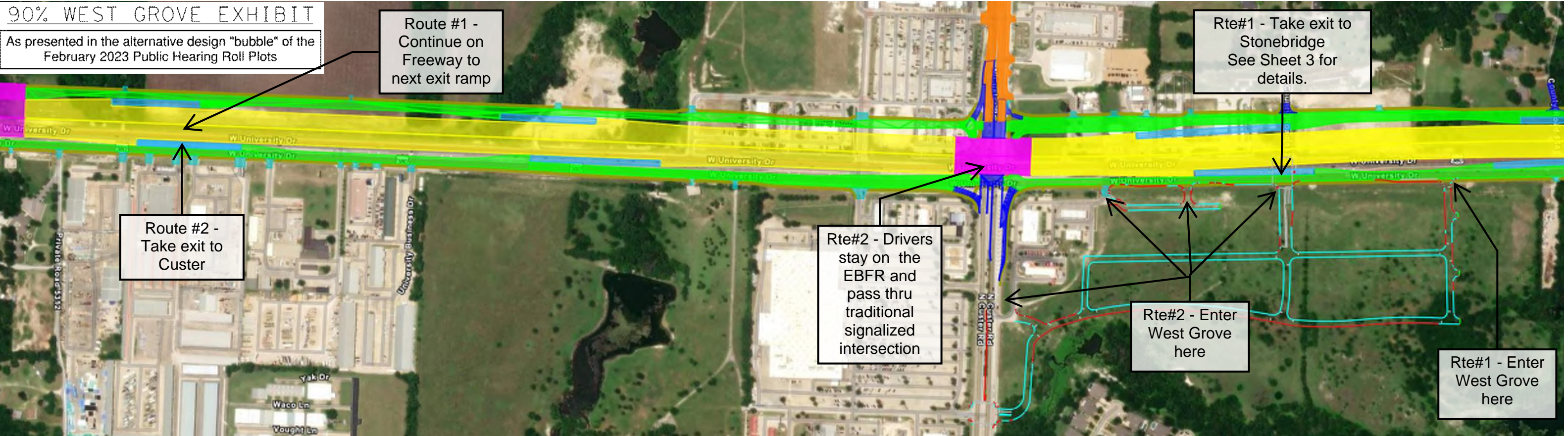
### DEIS WEST GROVE EXHIBIT

As presented in the main plan view area of the February 2023 Public Hearing Roll Plots



### 90% WEST GROVE EXHIBIT

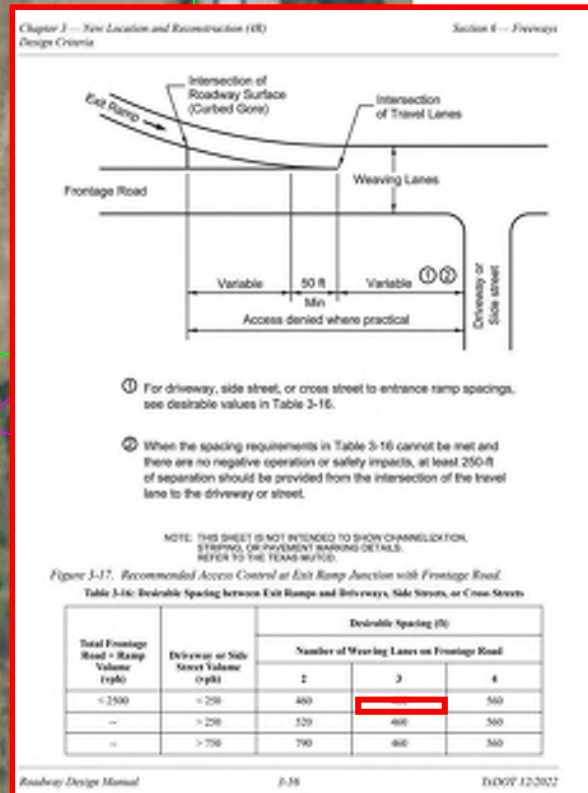
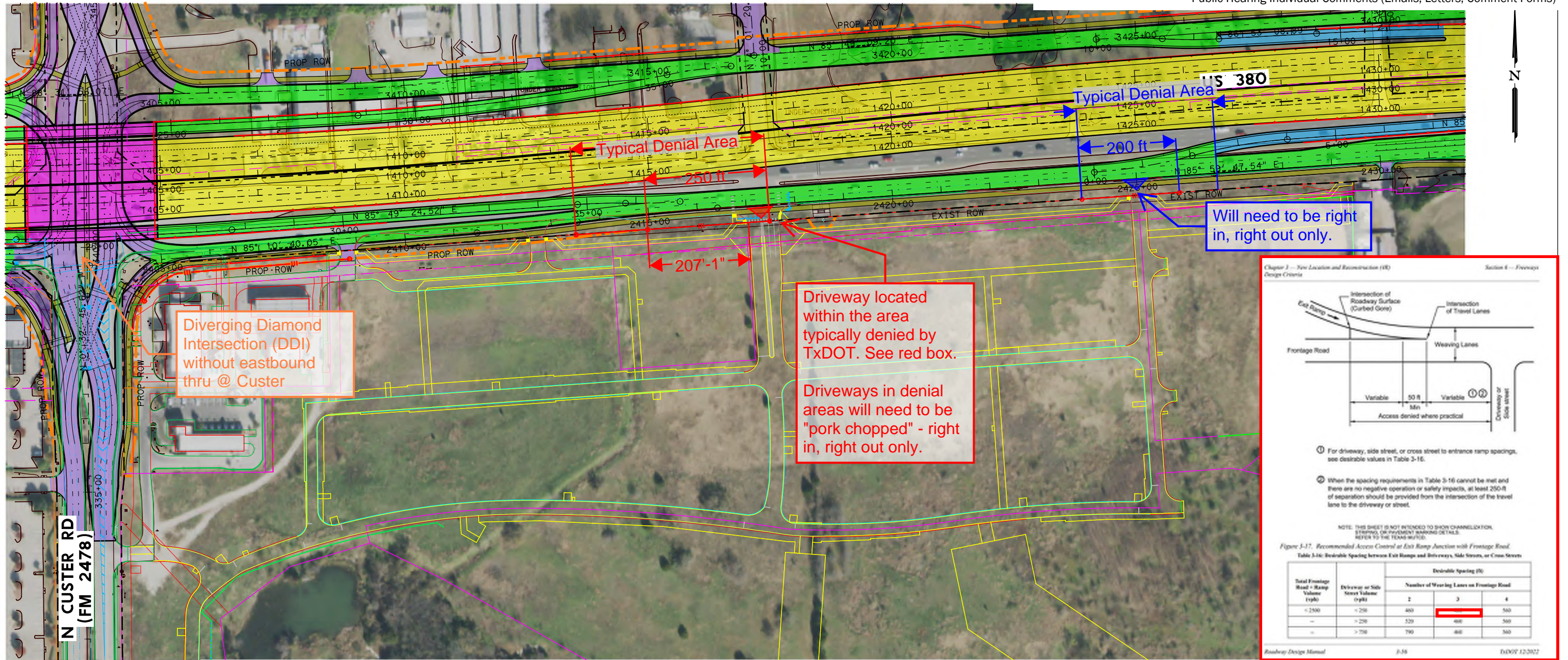
As presented in the alternative design "bubble" of the February 2023 Public Hearing Roll Plots



DRAFT

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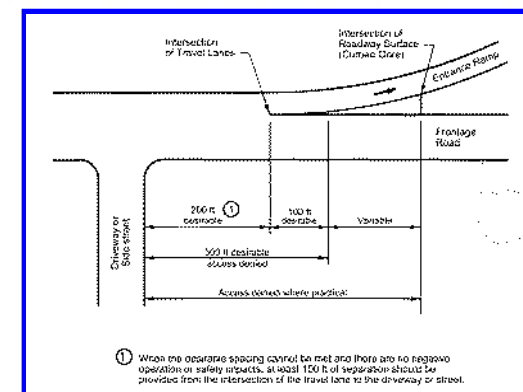


## DEIS WEST GROVE EXHIBIT

As presented in the main plan view area of the February 2023 Public Hearing Roll Plots

### LEGEND:

- EXISTING ROW
- EXISTING PROPERTY LINES
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED RETAINING WALL
- CONTROL OF ACCESS
- PROPOSED BRIDGE
- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED FRONTAGE ROADS
- PROPOSED CROSS STREETS AND DRIVEWAYS
- PROPOSED SHARED USE PATH OR SIDEWALK
- PROJECT BY OTHERS IN DESIGN OR CONSTRUCTION



# DRAFT

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES

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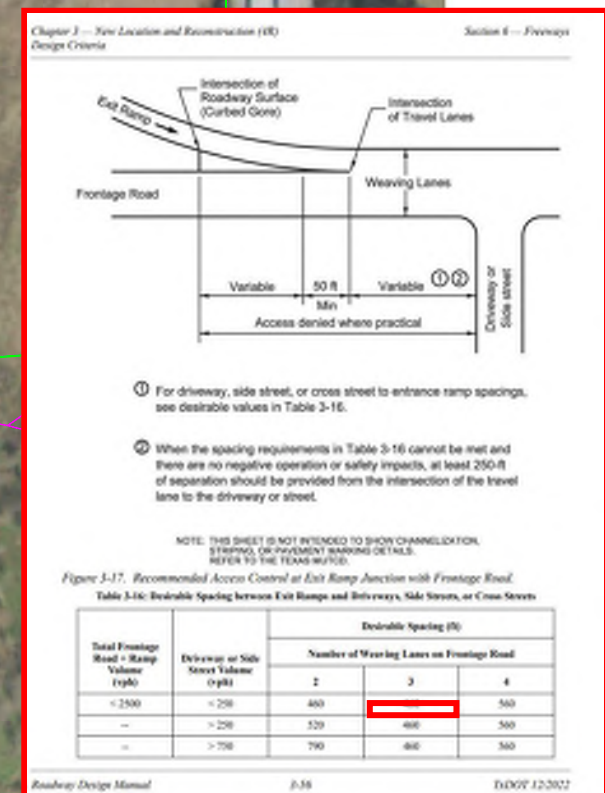
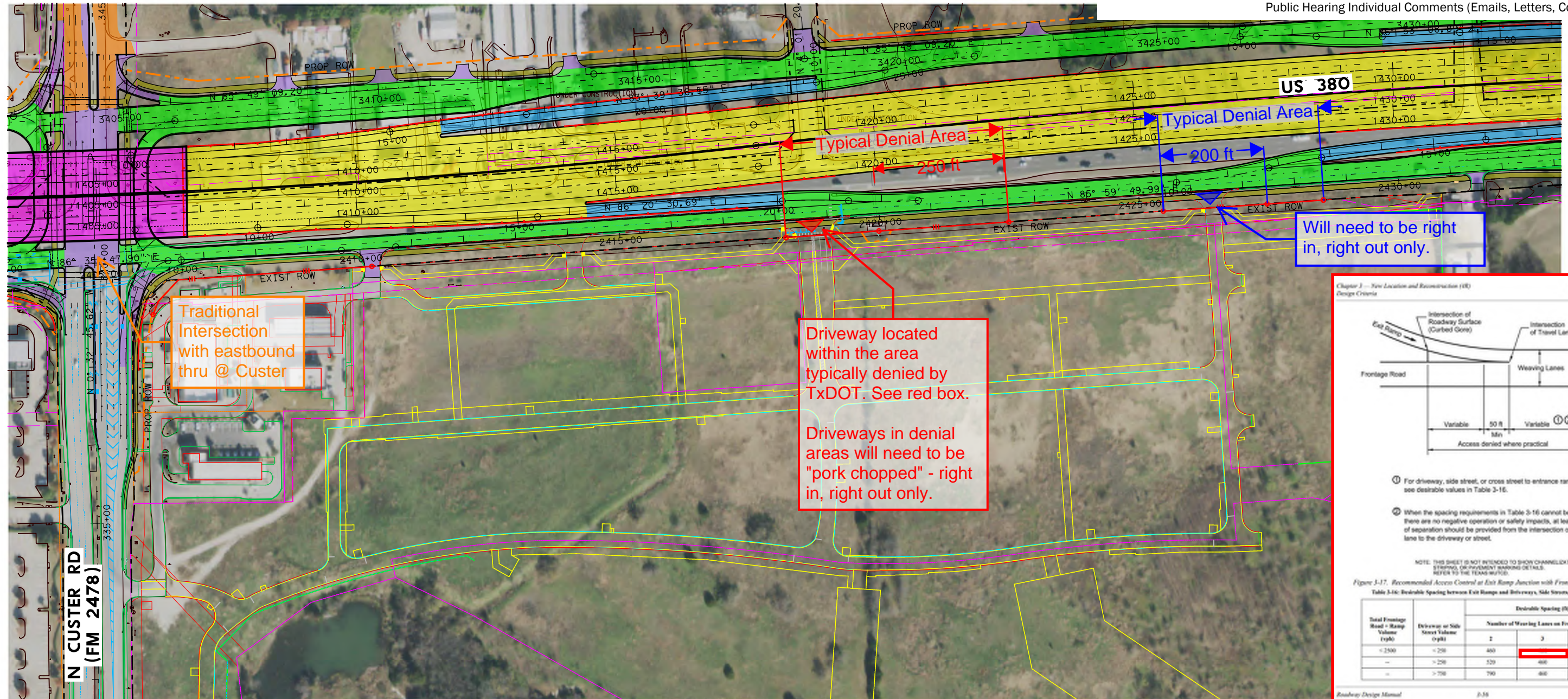
**US 380 EIS**  
**McKINNEY, TEXAS**  
**MARCH 20, 2023**

**BURNS & MCDONNELL**

BURNS & MCDONNELL  
 ENGINEERING CO., INC  
 13737 NOEL ROAD,  
 SUITE 700  
 DALLAS, TEXAS, 75240  
 TEXAS REGISTERED  
 ENGINEERING FIRM F-845

SHEET 2 OF 3

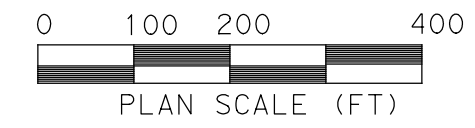
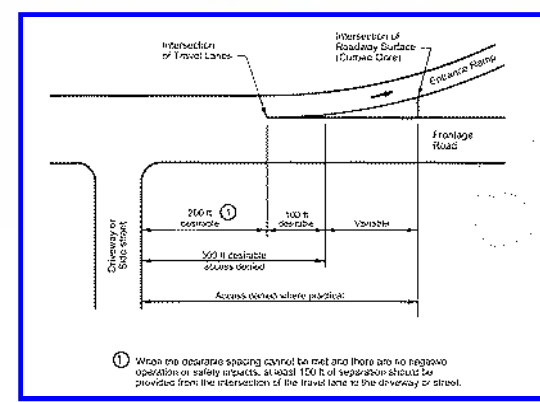




**LEGEND:**

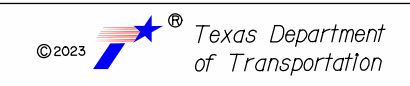
- EXISTING ROW
- EXISTING PROPERTY LINES
- PROPOSED CENTERLINE/BASELINE
- PROPOSED ROW
- PROPOSED RETAINING WALL
- CONTROL OF ACCESS
- PROPOSED BRIDGE
- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED FRONTAGE ROADS
- PROPOSED CROSS STREETS AND DRIVEWAYS
- PROPOSED SHARED USE PATH OR SIDEWALK
- PROJECT BY OTHERS IN DESIGN OR CONSTRUCTION

90% WEST GROVE EXHIBIT  
As presented in the alternative design "bubble" of the February 2023 Public Hearing Roll Plots



**DRAFT**

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES



**US 380 EIS  
MCKINNEY, TEXAS  
MARCH 20, 2023**



BURNS & MCDONNELL  
ENGINEERING CO., INC  
13737 NOEL ROAD,  
SUITE 700  
DALLAS, TEXAS, 75240  
TEXAS REGISTERED  
ENGINEERING FIRM F-845



**From:** Jorge Ramirez [REDACTED]  
**Sent:** Friday, March 31, 2023 3:30 PM  
**To:** Stephen Endres  
**Cc:** Artemio De La Vega; April Hagins  
**Subject:** US 380 Hwy Expansion @ Custer Road  
**Attachments:** [West-grove-exhibits\(2023.03.20\).pdf](#)

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.

Hello Mr. Endres,

I hope you have been well. Please accept this email as De la Vega Development's initial comments regarding the proposed expansion of US Highway 380 near the intersection of Custer Road. It is our understanding that the final design has not been settled however, we remain highly concerned with how the proposed improvements may reduce access to our development. Attached is the overlay of our development's infrastructure (site access) with the proposed highway improvements prepared by the project civil engineer, Burns & McDonnell. As you recall from our March 3<sup>rd</sup> video conference, West Grove is a multimillion-dollar investment anchored by a Whole Foods Market and other retail and restaurant tenants.

As presented in the February 16<sup>th</sup> public hearing, we were informed by TxDOT officials that the diverging diamond intersection at North Custer Road was the design that would be advanced by TxDOT. That design coupled with a slight realignment of the exit ramp from US 380 to the west provided access to our primary drive for the motoring public exiting the highway ramp. Please refer to the DEIS West Grove Exhibit. During our March 3<sup>rd</sup> video conference, you informed us that the diverging diamond layout was not going to move forward and the intersection at Custer was now going to be a traditional intersection. However, we now understand in speaking with the City of McKinney earlier this week that there remains much debate regarding which type of intersection will ultimately be arrived at. We would like to request a meeting with you to discuss our design concerns as soon as possible.

As was discussed, the Whole Foods lease requires that access to the site shall not be negatively impacted. Given that the store is not currently open, we are



focused on protecting our lease and making sure that any offsite changes to access will not trigger a termination right by Whole Foods. We need to mitigate any proposed change that introduces unnecessary risk to the success of our development and brings a termination risk from Whole Foods. We respectfully request continued dialogue on this matter, and we look forward to meeting with you soon.

All the best,



JORGE RAMIREZ

CHIEF OPERATING OFFICER

4514 COLE AVENUE, SUITE 815

DALLAS, TEXAS 75205

O: 214.750.7688 x213

CONFIDENTIALITY NOTICE: This communication is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If you are not the intended recipient of this communication, you are notified that any use, dissemination, distribution, or copying of the communication is strictly prohibited.

**From:** Pepe Tronchoni [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:54 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

NO to Segment A.

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruptions to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Jose Tronchoni

**From:** joseph huffman [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:09 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone



February 14, 2023

VIA EMAIL

TxDot – Dallas District Office  
4777 East Highway 80  
Mesquite, Texas 75150-6643  
and  
Attn: Stephen Endres  
[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)

RE: TxDot – DEIS Preferred Alternative Segment A

The Greenspoint of Prosper Homeowners Association wholeheartedly endorses the recommendations of the Draft Environmental Impact Study (“DEIS”) in finding SEGMENT A to be the Preferred Alternative concerning Highway 380. Greenspoint of Prosper is a small neighborhood of 91 homes/families located along the west side of Prosper Town Lake and adjacent Town Lake Park. Numerous species of birds, fish, turtles, along with many other indigenous animal species of North Texas find sanctuary in this beautiful natural environment that many residents of Prosper and other communities regularly enjoy.

Our support is based, in part, of the fact that the Segment A alignment would result in the least amount of environmental damage to Town Lake and Town Lake Park. Additionally, there are many other valuable resources (both existing and those currently under development and/or construction) that are used and will be used by residents of Greenspoint of Prosper that will be preserved as a result of finding SEGMENT A the Preferred Alternative; including:

1. Rutherford Park, a long-time planned park which serves as an extension of the Town of Prosper’s well-laid master park plan and trail system.
2. The PISD Educational Systems’ plan for a “Robust and Accessible” Science and Learning Center.
3. Mane Gait Therapeutic Rehabilitation Horse Center.
4. Ladera of Prosper, which serves the Northwest Collin County region as a dedicated Over 55 Neighborhood.
5. Founders Academy Charter School.
6. Rutherford Creek housing development.
7. Malabar Hills Residential Community.
8. Walnut Grove High School.

We are fully supportive of the EIS Studies, Engineering Studies, and all additional materials reviewed that have yielded this conclusion and truly believe it is by far the best possible alternative.

Kindest regards,

Joseph R. Sain - Greenspoint of Prosper HOA President

**From:** Allen, Joshua J [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:37 PM  
**To:** Stephen Endres  
**Subject:** US 380 EIS project

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 wanted to shoot over my response to the US 380 EIS project.

I am a Prosper resident and am against any bypass through the Town of Prosper. This would disrupt schools and the Main Gate horse therapy operation.

I prefer the current proposed 380 alignment.

**Josh Allen**

Senior Vice President, Sales

972-824-5719 | [REDACTED]



**From:** Joy Townsend [REDACTED]  
**Sent:** Thursday, March 16, 2023 5:27 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. **I strongly urge you to implement Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

I have sent previous e-mails to you and the state; as well as signing petitions. In the time interval, the only action that I have seen is further build-up along 380, especially west of Custer. This is in addition to new subdivisions in that area. As a tax payer and citizen of Texas, I do NOT understand why this has been allowed to occur. That land was unoccupied and much more conducive to new highway construction. It would also have been much cheaper!

Please explain why the State of Texas would choose a more **expensive** and destructive option A, instead of Option B?

Sincerely,  
Joy and Ernest Townsend

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:56 AM  
To: Bill Yackinous [REDACTED]  
Subject: RE: No to Segment A and Yes to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Bill Yackinous [REDACTED]  
Sent: Sunday, February 26, 2023 10:11 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Cc: Joyce Yackinous [REDACTED]; William Yackinous [REDACTED]  
Subject: No to Segment A and Yes to Segment B

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.

This message is from Joyce A. Yackinous and William S. Yackinous.

As homeowners and citizens of McKinney, TX., we strongly OPPOSE the construction of Segment A and support Segment B. We say no to Segment A and yes to Segment B.

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C9fd4138befc7468dd3d308db19a57a83%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131970727769601%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=gBphXT%2Bkdubh4Vc46iBb0d7VkeZv4GOOMu1HolzMOew%3D&reserved=0>>

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:36 PM  
**To:** Joyce Sakai [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Joyce Sakai [REDACTED]  
**Sent:** Saturday, February 25, 2023 5:21 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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-

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE the construction of Segment A** and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Joyce Sakai



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Judi Gregory [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Judi Gregory [REDACTED]  
**Sent:** Saturday, February 25, 2023 10:00 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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,

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

**NO to Segment A, YES to Segment B**

Thank you,

Judi Gregory  
Wyndsor Grove/The Heritage Community

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:30 PM  
**To:** Judy Buerkle [REDACTED]  
**Subject:** RE: US380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Judy Buerkle [REDACTED]  
**Sent:** Friday, February 24, 2023 8:47 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380 bypass

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.

No to Segment A, YES to Segment B.  
As a homeowner and citizen of McKinney, TX, **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Friday, January 20, 2023 3:05 PM  
To: Julia Poempipatana [REDACTED]  
Subject: RE: 380 expansion

Your comments will be included in the public hearing summary.

-----Original Message-----

From: Julia Poempipatana [REDACTED]  
Sent: Wednesday, January 18, 2023 2:57 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: 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.

As a homeowner in Melissa Texas at 3205 berry hollow Drive, I urge you to consider abandoning the proposal for segment C and instead utilize the proposed segment D expansion for Highway 380. Segment D will displace fewer residents, disrupt fewer farms, and come in contact with fewer hazardous material sites.

Sincerely,

Julia Poempipatana

214-718-0732

**From:** Julia Poempipatana [REDACTED]  
**Sent:** Friday, March 24, 2023 10:19 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 Bypass, NE 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.

Senator Paxton, Representative Leach, and Mr. Endres:

I strongly oppose Segment C and support Segment D.

My name is Julia Poempipatana. I am the founder and CEO of Waldessori Schoolhouse, a nonprofit hybrid school for families who homeschool on New Hope Road. We have been open for 2 years. We have 50 families now and will have 75 by the fall from all over mckinney and surrounding cities who send us their children. We provide a unique blend of educational resources- waldorf, montessori, and nature based studies for 3 yr olds to 12 yr olds. We just rented our 2nd building on this road because the demand for alternative education and help in the homeschooling journey is so high. If segment C goes through, our schools will have to shut down because access to new hope road will be re routed and many will not be able to access us without adding significantly to their commute. Furthermore, our partner up the road, Mr T.R., owner of wedding pearls venue, will have to shut down his lifelong dream of having an event center. Segment C will run right through his property. If it were not for his generosity we would not even have a school. He allows us to host biannual fundraisers on his 12 acre historic farm to raise money to upkeep our school grounds and purchase needed materials.

Please help us do everything that you can to push along segment D instead of C! It would mean the world to me as well as many many other children and families.

Sincerely,  
Julia Poempipatana  
214-718-0732

**From:** Julie Clark [REDACTED]  
**Sent:** Sunday, April 2, 2023 2:14 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

Hello Mr. Endres,

I am a resident of Prosper in Whitley Place and am living here with my husband and 5 children. We love the area we live in for so many reasons.

I want to voice my support, again, for Route A. I am sure you are well versed in all of the reasons why this would be the ideal route. First I would like to quote TXDOT's own EIS report.

- 1) It would require the least amount of now right of way.
- 2) It would not displace any community facilities (Such as ManeGait, an organization of the utmost importance to the Collin county community which would unduly be impacted by the alternate B route)
- 3) Results in the least number of noise receptors with substantial noise level increases
- 4) Be the least impactful on flood plains and regulatory floodways
- 5 )Minimize the conversion of farmland
- 6) Meet the project Purpose and Need.

Additionally, Prosper has continued to develop as a master planned community with the idea that US380 would be a freeway, changing the route to cut through a significant portion of Prosper would disproportionately affect the Town of Prosper's commercial real estate, and new developments which support its tax base. This would in turn have other down stream effects on Town parks, schools, students, teachers, and residents.

I implore you to make a final decision regarding this bypass and stick with the blue route as recommended by TXDOT's own EIS study. Continued delay and discussion has significantly and negatively affected the Collin County community.

--

Thanks so much,  
Julie Clark

**From:** Julie Gestes [REDACTED]  
**Sent:** Sunday, March 12, 2023 11:15 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** julinator [REDACTED]  
**Sent:** Tuesday, March 7, 2023 1:22 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, YES to Segment B

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.

I am a homeowner and citizen of McKinney, TX.,

I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you for your time

Julie Salcido

**From:** Julie Smith [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:44 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



**From:** Junaid Ahmed [REDACTED]  
**Sent:** Tuesday, March 28, 2023 5:28 PM  
**To:** Stephen Endres  
**Subject:** Re: NO to Segment A for US 380 Bypass

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.

Hello Mr. Endres:

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you!

Sincerely,

**Junaid Ahmed**  
**Stonebridge Ranch Resident**  
**McKinney, TX**

**From:** justin collins [REDACTED]  
**Sent:** Friday, March 24, 2023 10:16 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

I also have access to software that allows me to identify the owner of every single parcel in the United States. Please share why developing this 380 bypass through Prosper, who has a much smaller population, much more vacant land (especially north of 380 on Custer, and impacts many less homes and businesses, is not the recommended path?? Does it have anything to do with influential developers who stand to profit much more in future private land sales than "fair market" value today? It's sad to see... it's the reality of political influence. Do the right thing...

J Collins

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Wednesday, February 22, 2023 1:35 PM  
**To:** Jennifer Bandy [REDACTED]  
**Subject:** RE: 380 Expansion

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Jennifer Bandy [REDACTED]  
**Sent:** Tuesday, February 21, 2023 10:26 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Expansion

sbg

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 Sir,

I understand that you and those in charge at TxDot feel the need to create relief on 380. However, putting people out of their homes, land, and businesses is NEVER the answer. It is unfortunate that the powers that be were and are continuously are so short sighted. Cities expand, that's a given. Thoughts about expansion should have been thought of 50-20 years ago. At that time, city leaders should have purchased land for things like this. They did not. Their lack of planning does not give you the right to steal land from tax payers. Yes, offering a pittance of cash for homes, land, and businesses IS stealing. Easing traffic is not a valid reason to use eminent domain. If you want to use private property to expand the road, you should start with your own private property. The citizens of Collin and Denton county should not be punished for the short sightedness of others. Do the right thing and do NOT steal land from others for your project.

A reply to this email would be appreciated. Preferably with an alternative that is acceptable to ALL

**From:** Kaela Stambor [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:19 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely, Kaela

**From:** Kaitlin [REDACTED]  
**Sent:** Wednesday, April 19, 2023 8:51 PM  
**To:** Stephen Endres  
**Subject:** Fwd: 380 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.

> Hello -

>

> My name is Kaitlin Anderson and I live in Tucker Hill. I'm very concerned about the proposed route of the 380 expansion/bypass.

>

> Tucker Hill is a front porch community by design and given the amount of time spent outside and in our community, I am concerned about air quality and noise and do not feel they were adequately addressed nor were our facilities and neighborhood type properly identified in the study.

>

> We moved to this area and neighborhood so our children (now 11 and 9) could play outside, meet friends, and stay active. So far they have thrived and been able to do so happily and safely.

>

> Have you done an accurate study on the noise pollution we will be subject to? Have you assessed how much cut through traffic will go through Tucker Hill?

>

> I want what's best for our whole community and I'd like to feel comfortable that you do to.

>

> Thank you,

> Kaitlin Anderson

>

>

> Sent from my iPhone

**From:** Kaitlyn Stroud [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:36 PM  
**To:** Stephen Endres  
**Subject:** Support for Route A, 380 bypass

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 would like to voice my support, for Route A. I am sure you are well versed in all of the reasons why this would be the ideal route. First I would like to quote TXDOT's own EIS report.

- 1) It would require the least amount of now right of way.
- 2) It would not displace any community facilities (Such as ManeGait, an organization of the utmost importance to the Collin county community which would unduly be impact by the alternate B route)
- 3) Results in the least number of noise receptors with substantial noise level increases
- 4) Be the least impactful on flood plains and regulatory floodways
- 5 )Minimize the conversion of farmland
- 6) Meet the project Purpose and Need.

Additionally, Prosper has continued to develop as a master planned community with the idea that US380 would be a freeway, changing the route to cut through a significant portion of Prosper would disproportionately affect the Town of Prosper's commercial real estate, and new developments which support its tax base. This would in turn have other down stream effects on Town parks, schools, students, teachers, and residents.

I implore you to make a final decision regarding this bypass and stick with the blue route as recommended by TXDOT's own EIS study. Continued delay and discussion has significantly and negatively affected the Collin County community.

Thank you,  
Kaitlyn Stroud

**From:** Kalene Sherffius [REDACTED]  
**Sent:** Monday, April 3, 2023 3:25 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

To introduce myself, my name is Kalene Sherffius and I live at 6008 Bellflower Dr. with my husband Maurice Sherffius.

We bought our new home in the Bloomridge Subdivision in May, 2019. There are two entrances along Bloomdale Rd & Ridge Rd. When we bought our home there was no mention of an eight lane freeway running along Bloomdale Rd but later that summer Mayor George Fuller had a town hall meeting concerning the 380 Bypass. People from Heatherwood, Robinson Ridge & Bloomridge were in attendance. George Fuller informed us then if he gets his way there would be an eight lane freeway on Bloomdale Rd. I voiced my concerns then regarding allowing developers to put in these submissions? Fuller arrogantly informed me a developer has a constitutional right to develop. Needless to say he had to walk that remark back. Currently, there is a subdivision going in north and west of Ridge & Bloomdale I am beginning to believe that most politicians believe they can do anything they want to and this 380 Bypass is an excellent example.

If I had been asked I would have advocated and still do for an overpass to extend from Coit to just east of McDonald. Omaha NE had the same issue on Dodge St, (Hwy 6) with business running along on both sides of the road. This overpass connects into several Interstate exchanges and works very well with the least amount of disruption.

We have attended all the open houses and have not received information on what will happen on Ridge Rd, north of Wilmeth Rd and Bloomdale Rd, west of Ridge Rd. I would like to know as these two roads are country roads and right now they are very busy with traffic circumventing 380 traffic. These roads are full of potholes, uneven road bed with no shoulders.

I have heard the preferred route would go through Tucker Hill and that would be a travesty. This 380 Bypass needs to be pushed further north and possibly tie into I-35 somehow. I'm not an engineer to know if this would be a possibility but the options that have been presented are impacting peoples lives and standard of living because City and County elected officials let developers build new subdivisions without any care or concern about the people who would be buying these homes.

I would appreciate some feedback on my concerns as the people at the open houses did not seem to have any answers.

Thank you for your time.

Kalene & Maurice Sherffius  
6008 Bellflower Dr

**From:** Kara Martin [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:58 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Kara Martin





**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

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As a Tucker Hill McKinney resident, I cannot believe that cronyism is the determining factor in the 380-overpass decision. Option B is the smartest and most fiscally responsible decision. Tucker Hill, Stonebridge, Wren Creek and other neighborhoods that will be directly impacted, did not have fair representation in early public comment. Bill Darling's financial campaign contributions to 4 of 7 city council members and city mayor has influenced them to not push back, which in turn will cost tax payers substantially more money. When clearly looking at all the factors, Option B is the best route as it is less expensive, has a lower environmental impact, improves traffic congestion and minimizes the number of businesses impacted and displaced. A bypass or loop is created to divert traffic to lesion overall congestion. If that is the true objective of the project, then you would want traffic off of 380 as quickly as possible. Option A keeps the bypass on 380 longer, which in turn creates more traffic congestion. This is the opposite reason for the entire bypass project. It also utilizes substantially more taxpayer money to fund.

---

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: PHILLIP FALK

Address: 2751 MAJESTIC AVENUE

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: MCKINNEY, TEXAS 75071

**From:** Karen Falk [REDACTED]  
**Sent:** Thursday, March 9, 2023 10:07 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Comments  
**Attachments:** [380 bypass K Falk comments.pdf](#)

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.

Thank you Karen Falk

**From:** Phillip Falk [REDACTED]  
**Sent:** Monday, March 6, 2023 12:48 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Public Hearing Comment Form

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.

Stephen

Public Hearing Comment Form

2751 Majestic Avenue  
McKinney, TX. 75071





**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**

**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.

**Comments:**

I have lived next to a 8+ lane interstate highway and the noise from it was noticeable and did impact your property values. TxDOT needs to provide berming, trees, sound wall etc. to min. noise, regardless of what your specialists say. I would also like to see how you are going to stay on budget for this project. I suspect you will go over 30-50% budget. Why doesn't TxDOT also include a bike and running path in its plans for north Texas residents. I thought the State of Texas was more fiscally responsible.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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

When a less costly option is available.

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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Karen Falk

Address: 2751 Majestic Ave.

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney, TX 75071

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:00 AM  
**To:** Karen G [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Karen G [REDACTED]  
**Sent:** Saturday, February 25, 2023 2:23 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Khanh Nguyen [REDACTED]  
**Subject:** NO to Segment A, YES to Segment B

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,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Reasons to consider OPPOSING Segment A:

Costs taxpayers \$98.8 million more

Impacts 57% more natural wetlands & wildlife

Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

Reasons to SUPPORT Segment B:

Requires 73% fewer business and residential displacements

Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road

14% shorter, saving time and money

Thank you for your consideration,

Karen Gallagher-Nguyen

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A Texas Department of Transportation message





**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I have put my life's savings into building Tara Royal Equestrian on 2933  
I house the McKinney Mounted Patrol # 45 other clients who drive to my facility from many other cities they bring business to our city. The noise & chaos resulting from the traffic would destroy what I have built & owned for 10 years now. I will have to close my sanctuary as the bypass will destroy our atmosphere  
I oppose C

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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

Please put it back on Woodlawn or "D"

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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Karen Smith

Address: 1815 FM 2933

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney TX 75071



**From:** Karen Smith [REDACTED]  
**Sent:** Thursday, March 9, 2023 7:45 PM  
**To:** Stephen Endres  
**Subject:** TXDOT's bypass Segment C

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,

On TXDOT's route "C" I am dot #1442. What you have not considered is behind that dot is a 66 year old woman who worked her entire life to save up to built her dream. I purchased 64 acre in McKinney's ETJ ten years ago, invested in excess of \$3,000,000 and built it into one of the most stunning equestrian centers in north Texas (see for yourself at <https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.tararoyal.com%2F&data=05%7C01%7Cstephen.endres%40txdot.gov%7C5b0a9e9369b246dd94b708db210926e5%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C638140095407806768%7CUnknown%7CTWFpbGZsb3d8eyJWijoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=O6vszBL%2B06auk69BOD7YnMa8Ojx%2BODssENo%2F9U%2BxCuQ%3D&reserved=0>). I employ 5 workers while caring for 48 horses and 44 clients who come from all over the metroplex to ride in this tranquil peace of country. I have been home to the McKinney mounted police patrol horses for 9 years and have cared for the horses of Jerry Jones (Dallas Cowboys) to name just a few.

Route C will destroy my business as the noise level & carbon emissions associated with an 8 lane highway are prohibitive to the health & safety of the horses & riders.

I am pleading with you to return to Route D which affects the lives of almost none. When I met you at an open house you told me it is merely a financial decision but you are not considering that they will destroy 29 ranch estates (most of which are retirement estates) and 15 businesses. You have also not considered the massive amount of money that you will lose in lawsuits as many of these people have already retained attorneys. Please be our hero by standing up for us and make the right decision for the people & businesses that will be wiped out from a highway along route C.

I appreciate your consideration,

Karen Smith  
Tara Royal Equestrian  
(469) 855-0700



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:00 AM  
**To:** Karthik Sri [REDACTED]  
**Subject:** RE: US 380 Bypass from Coit Road to FM 1827

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Karthik Sri [REDACTED]  
**Sent:** Saturday, February 25, 2023 1:02 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 Bypass from Coit Road to FM 1827

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,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Reasons to consider OPPOSING Segment A:

Costs taxpayers \$98.8 million more

Impacts 57% more natural wetlands & wildlife

Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

Reasons to SUPPORT Segment B:

Requires 73% fewer business and residential displacements

Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road

14% shorter, saving time and money

Thank you for your consideration,

Regards,

Karthik Srivatsa

6329, Falcon Ridge Ln,

McKinney TX 75071

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A Texas Department of Transportation message



From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:55 AM  
To: Kate Huthmaker [REDACTED]  
Subject: RE: US 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Kate Huthmaker [REDACTED]  
Sent: Sunday, February 26, 2023 1:45 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: US 380 Bypass

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.

Hi Stephen,

If you are still considering input, my vote is NO to Segment A, YES to Segment B.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Segment A would very negatively impact the area where I live.

Thanks for your consideration.

Kate Huthmaker

[A Texas Department of Transportation (TxDOT)  
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa>

**From:** Wright Family [REDACTED]  
**Sent:** Friday, March 10, 2023 8:45 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, YES to Segment B

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Katey Wright

**From:** Kathleen Bostick [REDACTED]  
**Sent:** Wednesday, March 15, 2023 10:18 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Kathleen & Jim Bostick  
1401 Silverlake Road  
McKinney, TX

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 4:16 PM  
**To:** Rick Crocker [REDACTED]  
**Subject:** RE: Route 380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Rick Crocker [REDACTED]  
**Sent:** Monday, February 20, 2023 12:17 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Route 380 bypass

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 Sirs,

I cannot believe that you would chose to destroy one of the few truly natural sanctuaries we have in McKinney! The work being done in that place cannot be measured in almighty \$\$\$\$. Please do not destroy this haven; we do not want Route C to be chosen!!!! I am begging of you.

Kathleen Crocker  
3075 Willow Grove Blvd  
#2602  
McKinney, TX 75070

[Sent from Yahoo Mail for iPhone](#)

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Thursday, February 23, 2023 11:01 AM  
**To:** Kathleen Elbersson [REDACTED]  
**Subject:** RE: 380 Expansion

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Kathleen Elbersson [REDACTED]  
**Sent:** Thursday, February 23, 2023 10:51 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 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.

Mr. Endres,

I am writing in opposition to the planned 380 bypass designated plan "C." Plan C will impact far more landowners and the impact on the environment will be far worse. Plan D impacts only 7 residences and 4 business as opposed to the 29 residences and 15 businesses impacted by plan C. Plan C has far more environmental impact as it would have disastrous consequences for the last remaining forests and wetlands in Collin County. Plan C is strongly opposed by Texas Parks and Wildlife and I feel strongly that they should be heeded as they seek to protect the precious natural resources of Texas. Progress at the cost of the environment and the people of the county and state is no real progress at all. Especially when a viable and far less disruptive option is available.

Sincerely,

Kathleen Elbersson



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** I Strongly Oppose C (CATASTROPHE)  
and support D (DECENT) for the following  
reasons:

- C divides residential + farming/ranching communities!
- C affects + displaces more residences, businesses + community resources
- C damages a large forest in Collin county
- C was strongly opposed by Texas Parks + Wildlife

my church life group is hosted by a family whose home will be destroyed! They have tons of horses, cows + dogs that will be displaced. THIS IS WRONG!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Kathryn Harrison

Address: 1605 Pedernales Way

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Allen, TX 75013



**From:** Kathryn Webb [REDACTED]  
**Sent:** Monday, April 17, 2023 10:17 AM  
**To:** Stephen Endres; Ceason Clemens  
**Subject:** No to Segment A - Please save Tucker Hill

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.

Hello -

I am writing you to beg that you do not build a 380 bypass as proposed in segment A. Here are my reasons for asking you to consider option B:

- 1) B is less money
- 2) B is a shorter distance and time to construct.
- 3) B has less home and business impact.

On a personal note, I moved from California to Texas 5 years looking for a quieter and more peaceful life. I found Tucker Hill. My home in CA was about the same distance from a 8 line hwy as the one you are proposing in option A. The pollution, air quality, noise, trash and water crime were all higher because of it. Again the reason I moved. I took all the money I had to buy my house in Tucker Hill and now I'm being threatened by this monstrosity being built in my backyard. I feel I will have no other option than to move which saddens me because I love everything about my community. If option A passes and I sell, I will almost assuredly lose money because this will ruin our home values. I don't imagine we will be made while by this financial loss.

Thank you for your consideration and I pray that you make the decision to go with option B.

Sincerely,  
Kathryn Webb

**From:** Kathy Kier [REDACTED]  
**Sent:** Tuesday, March 21, 2023 2:51 PM  
**To:** Stephen Endres  
**Cc:** Rebecca Easterwood  
**Subject:** Route C of the 380 Bypass in North TX

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.

This project was brought to my attention and I am respectfully writing to you in the hope that you end up electing Route D instead of Route C. Although I live south of the contested area, I am commenting as a concerned citizen. The disruptive intrusiveness of Route C makes no sense when we have an alternative with Route D.

Asking the question “Why?” I’d like to know the reason for supporting Route C. In my opinion, Route C makes no sense unless one plans to benefit financially by this scheme. That may or may not be you directly, but it might enrich friends. Perhaps some research is needed to bring everything to light.

In the meantime, count this email as a big NO to Route C. And if you must create a bypass, please choose one that is more in line with the people and their environment...Route D.

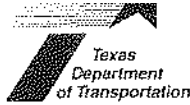
Sincerely,  
Kathy Kier

(469) 231-3513  
[REDACTED]

**From:** Kathy Morgan [REDACTED]  
**Sent:** Tuesday, March 14, 2023 1:09 PM  
**To:** Stephen Endres  
**Subject:** 380 A plan through 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.

This plan costs more money and attacks the Tucker Hill and Stonebridge communities. This makes no sense whatsoever. Please reconsider plan A which does not put home ownership in peril. --  
Kathy Morgan



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

As a homeowner in Whitley Place in Prosper I appreciate TxDOT listening to our concerns. I thoroughly researched future road plans before purchasing our home. I appreciate not being diverted to just speak of our home.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

Kalvin Seei

Address:

4040 Chimney Rock

Apartment, suite, etc.:

City/State/Zip:

Prosper TX 75078

**From:** Katie Alexander [REDACTED]  
**Sent:** Friday, March 10, 2023 5:30 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Katie Jobe [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:36 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Katie Jobe  
Arbor Hollow Village  
Stonebridge Ranch

**From:** Kathleen Kim [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:58 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A for 380 Bypass

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 a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Katie Kim  
Stonebridge Ranch resident

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:34 PM  
**To:** Katy Kaeding 🌻  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 Bypass Effects Families

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16th and 21st.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

-----Original Message-----

**From:** Katy Kaeding 🌻 [REDACTED]  
**Sent:** Monday, March 13, 2023 7:47 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass Effects Families

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.

Ms. Clemens,

I would like to formally request an extension of the comments period, as we need more time to fully evaluate the impact and possible mitigation measures that can be taken to protect Tucker Hill and the other communities and businesses affected by Option A.

As a pediatric nurse and mother with four children, I am praying for the most safe and responsible outcome.

Thank you,  
Katy Kaeding



**From:** Katy Kaeding [REDACTED]  
**Sent:** Wednesday, April 19, 2023 10:13 AM  
**To:** Stephen Endres  
**Subject:** 380's Expansion and Bypass will Harm the Residents of Tucker Hill

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Mr. Endres,

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is financially irresponsible to the taxpayers (costing over \$150 million more), inconsistently applies criteria to support the decision, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e, TxDOT). As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility.

This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS). Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts.

If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected. In order to ensure resolution and the creation of the best project possible, we request that: 1) TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS, and 2) Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision.

The facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and **displaces 15 businesses versus zero** businesses for Segment B.
- Segment B would have **less of an environmental impact**. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally,

there would be no hazardous

A.

- Segment B is **significantly** less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is **nearly \$200M more than Segment B**.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will **significantly increase the construction time, safety risk and disruption** compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. **It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents!!!** The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, **Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.”** Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option. This makes **NO SENSE** and simply does not add up!

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of MY PERSONAL concerns individually. There are undoubtedly many others being voiced by our neighbors, and my comments are not meant to be a complete listing of the errors or omissions in the study, but simply those that are of the utmost significance to my family.

### **Air Pollution**

As parents of a young daughter with severe asthma, this is of very serious concern to us. We have rushed our daughter to the ER on more than one occasion, and fear that years of construction and drastic increases in traffic flow will place her in great risk. Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a

decade. TxDOT should not proc and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill. It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

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More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of

roads. TxDOT did not compare t designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision. As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **Shift Closer to Tucker Hill**

TxDOT’s introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

## Community Impacts

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

I have many questions based on numerous, numerous studies that I would like addressed, such as:

- Have you (TxDOT) evaluated the FULL impact on air quality that this project would have – both during and after construction? What are the air quality measures being used – please explain them?
- Has a study been done to evaluate the safety of the turns on Segment A relative to Segment B?
- Why are future, hypothetical home and business owners along Segment B being given priority over us and other REAL (current/actual) home and business owners along Segment A???
- Please explain why in the world TxDot would choose a FAR MORE expensive option that effects FAR MORE ACTUAL PEOPLE (homeowners and businesses)? If it were far *cheaper* then I could at least understand the rationale, but to spend MORE money to adversely impact MORE people makes absolutely ZERO sense. Please explain.
- How long is construction expected to last?
- How will we get in and out of our neighborhood while our section of the highway is under construction? And more importantly, how will Emergency Response vehicles get in? Our 12 year old daughter has severe asthma and our 6 year old son was just taken in an ambulance to the ER in the past year.
- Are there any other examples you can provide where an existing/established neighborhood with this many families (e.g., Tucker Hill) have been constricted on 2+ sides by a Highway expansion AND a bypass running right up against the neighborhood (~900 feet away)???
- What are the actual criteria being used for the decision on which Segment to pursue, and how are they being weighted for comparison?
- How deeply recessed will 380 be in front of Tucker Hill? I've heard anywhere from 20-35 feet.
- If you move forward with Segment A for the bypass, how will Air pollution be monitored and mitigated for Tucker Hill?
- If you move forward with Segment A for the bypass, how will Noise pollution be monitored and mitigated for Tucker Hill?
- How exactly can TxDot justify \$100+ MILLION more in Tax Payer expenses to pursue Segment A over Segment B? I've yet to hear any TRUE/RATIONAL justification. In fact, the justification I have seen (from the tireless/extensive research our neighbors have conducted) points toward Segment B being the better option for the bypass even *without* the SUBSTANTIAL cost differential. It simply makes NO SENSE to me whatsoever, and I'd like someone to explain it.

There are REAL people's lives that are being undervalued by this decision, and it's simply not right. Thank you for your consideration.

Katy Kaeding, RN, BSN

**From:** Katy Kaeding [REDACTED]  
**Sent:** Thursday, April 20, 2023 3:58 PM  
**To:** Stephen Endres  
**Subject:** Re: 380's Expansion and Bypass will Harm the Residents of Tucker Hill

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.

And who will be answering my questions?

On Apr 20, 2023, at 3:17 PM, Stephen Endres <Stephen.Endres@txdot.gov> wrote:

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Katy Kaeding [REDACTED]  
**Sent:** Wednesday, April 19, 2023 10:13 AM  
**To:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Subject:** 380's Expansion and Bypass will Harm the Residents of Tucker Hill

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Mr. Endres,

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is financially irresponsible to the taxpayers (costing over \$150 million more), inconsistently applies criteria to support the decision, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e, TxDOT). As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility.

This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS). Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts.

If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected. In order to ensure resolution and the creation of the best project possible, we request that: 1) TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS, and 2) Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision.

The facts as TxDOT presents them appear to support Segment B over Segment A:

1. Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and **displaces 15 businesses versus zero** businesses for Segment B.
2. Segment B would have **less of an environmental impact**. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
3. Segment B is **significantly** less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is **nearly \$200M more than Segment B**.
4. Segment A involves reconstructing an **additional 3.8 miles of existing 380 Highway** increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will **significantly increase the construction time, safety risk and disruption** compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
5. TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. **It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents!!!** The voices of the current residents should be a priority over unidentified future residents.
6. TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
7. TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over

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**ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act."** Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option. This makes **NO SENSE** and simply does not add up!

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The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill. It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.



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### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker

Hill hosts many little league parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

I have many questions based on numerous, numerous studies that I would like addressed, such as:

1. Have you (TxDOT) evaluated the FULL impact on air quality that this project would have – both during and after construction? What are the air quality measures being used – please explain them?
2. Has a study been done to evaluate the safety of the turns on Segment A relative to Segment B?
3. Why are future, hypothetical home and business owners along Segment B being given priority over us and other REAL (current/actual) home and business owners along Segment A???
4. Please explain why in the world TxDot would choose a FAR MORE expensive option that effects FAR MORE ACTUAL PEOPLE (homeowners and businesses)? If it were far *cheaper* then I could at least understand the rationale, but to spend MORE money to adversely impact MORE people makes absolutely ZERO sense. Please explain.
5. How long is construction expected to last?
6. How will we get in and out of our neighborhood while our section of the highway is under construction? And more importantly, how will Emergency Response vehicles get in? Our 12 year old daughter has severe asthma and our 6 year old son was just taken in an ambulance to the ER in the past year.
7. Are there any other examples you can provide where an existing/established neighborhood with this many families (e.g., Tucker Hill) have been constricted on 2+ sides by a Highway expansion AND a bypass running right up against the neighborhood (~900 feet away)???
8. What are the actual criteria being used for the decision on which Segment to pursue, and how are they being weighted for comparison?
9. How deeply recessed will 380 be in front of Tucker Hill? I've heard anywhere from 20-35 feet.
10. If you move forward with Segment A for the bypass, how will Air pollution be monitored and mitigated for Tucker Hill?
11. If you move forward with Segment A for the bypass, how will Noise pollution be monitored and mitigated for Tucker Hill?
12. How exactly can TxDot justify \$100+ MILLION more in Tax Payer expenses to pursue Segment A over Segment B? I've yet to hear any TRUE/RATIONAL justification. In fact, the justification I have seen (from the tireless/extensive research our neighbors have conducted) points toward Segment B being the better option for the bypass even *without* the SUBSTANTIAL cost differential. It simply makes NO SENSE to me whatsoever, and I'd like someone to explain it.

There are REAL people's lives that are being undervalued by this decision, and it's simply not right. Thank you for your consideration.

Katy Kaeding, RN, BSN  
School Nurse  
St. Martin de Porres Catholic School

**From:** Kay Frank [REDACTED]  
**Sent:** Thursday, April 20, 2023 8:07 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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-

As a McKinney homeowner, taxpayer and resident of Tucker Hill, I strongly encourage you to reconsider selecting segment A for the 380 bypass. I understand the need for future growth; however, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. There were many inconsistencies and flaws in the conclusions reached by TxDOT and the underlying EIS. My friends and neighbors have expressed all my same concerns from the flawed and biased noise study to the inflated importance of therapeutic horses! It appears in your report that TxDOT is more concerned about horses than Reeves Elementary students! Reeves Elementary is a Title 1 School. This is a Federal designation based on the number of low-income students who are considered at-risk for school achievement and is part of the NO CHILD LEFT BEHIND ACT OF 2001. Was this ever considered when selecting segment A? These children who according to the Federal government are already at a disadvantage, are now going to be subjected to noise (sensory triggers), pollution, disruption in getting to school, etc. This is very personal to me as I have a child that is considered special needs and attends Reeves Elementary.

I find the selection of Segment A very disheartening and it further supports my concerns about the lack of government fiscal and social responsibility.

Kay Frank

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:48 AM  
**To:** Kay Taliaferro [REDACTED]  
**Subject:** RE: By-Pass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Kay Taliaferro [REDACTED]  
**Sent:** Monday, February 27, 2023 7:02 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** By-Pass

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. Stephen Endres:

We are totally against the proposed by-pass Route C. We think you will disrupt so many more lives by picking Route C and the only common sense one is Route D. Would you want your life totally disrupted by no fault of your own?

Please vote for Route D,  
Frances Kay Taliaferro

**From:** Kayla Kirk [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:14 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Kayla Kirk

## Near Roadway Air Pollution and Health: Frequently Asked Questions

**W**ith more than 45 million people in the United States living, working, or attending school within 300 feet of a major road, airport or railroad there is growing concern about the health impacts of roadway traffic. Below are frequently asked questions EPA receives concerning near roadway air pollution and what EPA is doing to address this important health issue.

**What are the concerns associated with living, working, or attending school near major roads?**

Air pollutants from cars, trucks and other motor vehicles are found in higher concentrations near major roads. People who live, work or attend school near major roads appear to have an increased incidence and severity of health problems associated with air pollution exposures related to roadway traffic including higher rates of asthma onset and aggravation, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death.

Pollutants directly emitted from cars, trucks and other motor vehicles are found in higher concentrations near major roads. Examples of directly emitted pollutants include particulate matter (PM), carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>), and benzene, though hundreds of chemicals are emitted by motor vehicles. Motor vehicles also emit compounds that lead to the formation of other pollutants in the atmosphere, such as nitrogen dioxide (NO<sub>2</sub>), which is found in elevated concentrations near major roads, and ozone (O<sub>3</sub>), which forms further downwind. Beyond vehicles' tailpipe and evaporative emissions, roadway traffic also emits brake and tire debris and can throw road dust into the air. Individually and in combination, many of the pollutants found near roadways have been associated with adverse health effects.

# Frequently Asked Questions

People who live, work or attend school near major roads appear to have an increased incidence and severity of health problems that may be related to air pollution from roadway traffic. Health effects that have been associated with proximity to roads include asthma onset and aggravation, cardiovascular disease, reduced lung function, impaired lung development in children, pre-term and low-birthweight infants, childhood leukemia, and premature death. Other than air pollution, road noise may also play a role in the health problems associated with roadway exposure.

**What is a “major road” and how close to a such a road do you have to live, work or attend school to be considered “near” it?**

Research findings indicate that roadways generally influence air quality within a few hundred meters – about 500-600 feet downwind from the vicinity of heavily traveled roadways or along corridors with significant trucking traffic or rail activities. This distance will vary by location and time of day or year, prevailing meteorology, topography, nearby land use, traffic patterns, as well as the individual pollutant.

**What influences air quality near major roadways?**

The type of vehicles and fuel used, traffic activity, and the wind speed and direction can all have big effects on pollutant levels near major roadways. Generally, the more traffic, the higher the emissions; however, certain activities like congestion, stop-and-go movement or high-speed operations can increase emissions of certain pollutants. The combination of rush hour and calm winds in the morning often leads to the highest concentrations during this time of the day. Emissions can be elevated near major roadways and arise from multiple vehicle-related processes, including tailpipe exhaust, evaporation of fuel, brake and tire wear, and dust kicked up from traffic. Certain wind and terrain conditions, certain times of the day, including rush hours can result in elevated concentrations of air pollution near the road and air pollutants traveling farther from the road. The presence of sound walls, buildings and vegetation also has an impact on pollutant dispersion. Typically, pollutant concentrations decrease with distance away from traffic although the degree of this decrease varies.

- The highest concentrations of roadway pollutants occur on or just downwind of a roadway. With greater distance from a roadway, concentrations generally decrease to background levels within 500-600 feet. Pollutant concentrations tend to be higher when winds blow from the road and wind speeds are low.
- Traffic activity, wind speed, and direction can have a big influence on pollutant concentrations. Generally, the more traffic, the higher the emissions; however, certain activities like congestion, stop-and-go movement or high-speed operations can increase emissions of certain pollutants. The combination of rush hour and calm winds in the morning often leads to the highest concentrations during this time of the day. Other factors affecting pollutant concentrations include the mix of vehicles, roadway design, and nearby land uses.



# Frequently Asked Questions

Both heavy-duty trucks and light-duty gasoline vehicles emit a range of pollutants. However, their contributions to different types of compounds are not the same. Per vehicle, heavy-duty diesel trucks can emit more of certain pollutants (e.g., NO<sub>x</sub> and PM) and contribute disproportionately to the emissions from all motor vehicles. Gasoline-powered passenger cars generally emit more of other pollutants (e.g., CO, and benzene, a volatile organic compound (VOC)).

## **How many people live or spend time near major roads and other transportation facilities?**

EPA estimated that in 2009, more than 45 million people in the United States lived within 300 feet of a highway with 4 or more lanes, a railroad, or an airport, and population trends suggest this number is increasing. Many schools and child care centers are located within a few hundred feet of highways, particularly in urban areas. Furthermore, every day, the average American spends more than an hour in travel, most of which takes place on major roadways

## **Are some people at greater risk from being close to major roadways or high traffic areas?**

Children, older adults, people with preexisting cardiopulmonary disease, and people of low socioeconomic status are among those at higher risk for health impacts from air pollution near roadways.

Some people are known to be at greater risk of experiencing adverse health effects from air pollution, including those with asthma and other respiratory diseases and risk factors for heart attacks and strokes. Children, older adults, people with preexisting cardiopulmonary disease, and people of low socioeconomic status also are among those at higher risk for health impacts from some air pollutants associated with traffic emissions.

There are many factors being studied to better determine personal risk from air pollution generated from traffic. These include a person's current health status and age and the frequency and amount of exposure to air pollutants. EPA scientists and scientists funded through EPA grants continue to study the association between roadway air pollutants and potential health impacts. Studies are examining the role of traffic-related air pollutants on the initiation of asthma and other diseases in children and cardiovascular disease in adults.

## **What is EPA doing to address near-roadway air pollution?**

Over the past three decades the U.S. EPA has worked to reduce harmful roadway-related emissions in a number of important ways. EPA has reduced pollution from new cars and trucks by establishing more stringent emission standards and cleaner fuel requirements. EPA also has a number of programs designed to reduce emissions from in-use vehicles not subject to the newest emission standards. In addition, EPA sets the health-based National Ambient Air Quality Standards (NAAQS) for pollutants that are emitted from on-road mobile sources and has recently required that air quality monitors be placed near high-traffic roadways for determining compliance with the NAAQS for NO<sub>2</sub>, CO, and PM<sub>2.5</sub>. Finally, EPA is conducting research to

## Frequently Asked Questions

better understand the phenomenon of near roadway pollution, exposure and adverse health effects, and how to reduce air pollution near these high-traffic areas

EPA has addressed pollution from motor vehicles by establishing more stringent emission and fuel standards to reduce emissions of a variety of pollutants including PM, NO<sub>x</sub>, CO, and volatile organic compounds (VOC) such as benzene. EPA's standards apply to heavy-duty truck engines, light-duty passenger cars, buses, motorcycles, and other motor vehicles. EPA establishes and maintains standards for fuel quality to enable lower emissions from vehicles.

A new vehicle on the road today has more than 90% lower emissions than a vehicle on the road 30 years ago. Over the next two decades, as new standards phase in, motor vehicle and nonroad engine emissions will continue to decrease substantially. EPA's Office of Transportation and Air Quality (OTAQ) maintains information on national standards ([www.epa.gov/otaq](http://www.epa.gov/otaq)).

EPA also has a number of programs designed to reduce emissions from the existing fleet of vehicles that are not subject to the newest emission standards. For example, through the National Clean Diesel Campaign, EPA works with stakeholder coalitions to plan and finance diesel emission reduction programs across the country.

In addition, EPA sets health-based National Ambient Air Quality Standards (NAAQS) for several pollutants that are emitted from on-road mobile sources, including CO, NO<sub>x</sub> (with NO<sub>2</sub> used as the indicator), and PM. Recently, EPA has required that air quality monitors be placed near high-traffic roadways for determining NAAQS compliance for NO<sub>2</sub>, CO, and PM<sub>2.5</sub> in addition to those existing monitors located in neighborhoods and other locations farther away from pollution sources. EPA also works with state and local governments to ensure that Federally-sponsored and approved transportation activities are consistent with state efforts to attain the NAAQS. The Agency also supports state and local efforts to reduce the number of vehicle miles travelled by promoting public transit use, carpooling, active commuting (biking and walking) and other alternatives to commuting (e.g., teleworking).

EPA has a near-roadway research program to investigate emissions, exposures, health impacts and ways to reduce air pollution near major roadways and high traffic areas. EPA and EPA-supported researchers have published numerous articles characterizing near-road air quality, exposures, and health effects, as well as methods of mitigating these impacts. As this research continues, the results will assist federal and state regulators, community and transportation planners, and the public with making sound decisions to protect public health.

**Are there other actions that may reduce air pollution concentrations and exposures near major roadways?**

There are a number of approaches that appear promising for reducing the air pollution near roadways. In addition to reducing vehicle emissions, other approaches involve the design of transportation projects and designs of buildings and facilities near major roadways. For example, research suggests that sound walls, cut sections, and roadside vegetation can reduce traffic-related air pollutants immediately downwind of a roadway, although the extent of this reduction can

# Frequently Asked Questions

vary by the dimension and type of feature. Research is still underway to quantify the specific impacts these features have in reducing air pollutants near-roadway areas. In addition, design and siting of new buildings, and the use of indoor air filtration, may also be a way to minimize exposures to pollutants while indoors.

Reducing the emissions of each vehicle on the road and the number of vehicle miles driven reduces air pollution. As noted above, EPA has established stringent fuel and emission standards for vehicles and non-road engines, and created other programs to further reduce diesel emissions from existing vehicle fleets.

Changing the design of transportation projects can also affect how and where air quality impacts occur. Research suggests that sound walls can reduce concentrations of traffic-related air pollutants immediately downwind of a roadway, although the extent of this reduction can vary by the wall height, length and distance from the road. Such barriers may also increase concentrations in the air on and immediately over the road as well as locations upwind and near the edges of the structure. For the same level of emissions, pollutant concentrations also are generally lower near cut section roads (roads below grade with steep walls) than near at-grade roads. Roadside vegetation, like trees and large bushes, can also impact air pollution concentrations. Studies suggest that the height, thickness, width, type of species, and continuity of the vegetation are all likely important factors in whether vegetation reduces pollutant concentrations in adjoining areas and communities. All of this research is promising, although further research is needed to be able to quantify the specific impacts of these features on reducing concentrations of traffic-related pollutants.

Building construction and location can also affect pollution exposures for residents. For mechanically-ventilated buildings near large roadways, air filtration devices installed in the ventilation systems can remove pollutants and improve indoor air quality. In addition, new buildings and facilities can be designed and located to minimize the time that at-risk people spend in near-roadway settings. For example, a school site could place maintenance and storage facilities closer to the road, while placing playgrounds, athletic fields, and classrooms as far from the road as possible.

## **What air pollution exposures occur in vehicles?**

In-vehicle air quality is influenced by surrounding vehicles and sometimes emissions from the vehicle itself. Studies generally report higher concentrations of air pollutants in vehicles when following heavy-duty trucks and cars with visible tailpipe emissions. Tailgating and stopping very close to the vehicle in front during a traffic jam or at an intersection can increase air pollution in the following vehicle. A key factor in determining driver and passenger exposure is the vehicle's ventilation. Older diesel-powered buses also can have elevated concentrations of exhaust components inside the cabin.

Air quality in vehicles can be affected by traffic emissions on the roadway, with elevated concentrations inside vehicles of many of the same pollutants found outside the vehicle. Smoking in a vehicle creates concentrations of PM and other pollutants that generally

## Frequently Asked Questions

dominate any other factors. However, in-vehicle air quality is influenced by the surrounding vehicles, particularly in vehicles with no tobacco smoke. Studies generally report higher concentrations of air pollutants in vehicles when following heavy-duty trucks or cars with visible tailpipe emissions. Tailgating and stopping very close to the vehicle in front during a traffic jam can increase air pollution in the following vehicle.

A key factor in determining driver and passenger exposure is the vehicle's ventilation. When windows are open, outdoor air enters the passenger compartment rapidly. When windows are closed, the settings on a vehicle's ventilation system have a larger effect on exposure. When the ventilation is set to bring in air from outside the vehicle, outdoor air enters rapidly. The recirculation setting reduces the turnover of outdoor air into the vehicle. In vehicles equipped with properly functioning cabin air filters, recirculation reduces PM concentrations from the outdoors, although this may not reduce concentrations in vehicles where people are smoking tobacco.

Older diesel-powered buses (including school and public transit buses) also can have elevated concentrations of exhaust components inside the cabin. Emissions from the tailpipe and from blow tubes that ventilate the crankcase can result in higher concentrations of PM and other air pollutants inside the cabin than found outside. As part of the National Clean Diesel Campaign, EPA's Clean School Bus USA provides funding to school districts to retrofit buses with verified emission reduction technologies. For more information see [www.epa.gov/cleanschoolbus](http://www.epa.gov/cleanschoolbus)

### **What is EPA doing about railyard and port emissions?**

EPA has established emission standards that will reduce emissions from each engine, including those for locomotives and marine vessels. Reducing idling also prevents emissions and improves nearby air quality. Features such as walls and vegetation may also reduce concentrations of air pollutants near these facilities, but little direct research exists for these locations.

A number of studies have reported air pollution in elevated concentrations near rail yards and marine ports. In general, diesel engines power the trains, trucks, and large marine vessels that are found in these facilities. Although the body of scientific literature about air quality and health near these locations is not as large as the number of studies done near major roadways, it is clear that pollutant concentrations are influenced by similar factors. For example, concentrations of directly-emitted pollutants are generally found in higher concentrations closer to these facilities than farther away. Higher volumes of trains, boats, and other engines are likely to be associated with higher pollutant concentrations.

EPA has established emission standards for a range of mobile sources found at marine ports or rail yard facilities. For locomotives and marine engines under 30 liters per cylinder, EPA standards are reducing per-engine CO, NO<sub>x</sub>, VOC, and PM, and sulfur levels in non-road diesel fuel to enable new emission control technologies. The most stringent standards for these engines take effect between 2012 and 2017.

# Frequently Asked Questions

For large ocean-going vessels (marine engines greater than 30 liters per cylinder displacement), EPA has worked closely with the International Maritime Organization (IMO) to establish an Emission Control Area (ECA) extending up to 200 nautical miles from the coasts of U.S., Canadian, and French territories in North America. The ECA requires that ships within it operate on lower sulfur fuel which lowers emissions of NO<sub>x</sub>, SO<sub>2</sub>, and PM from ships. EPA has also established new stringent standards to reduce NO<sub>x</sub> from the largest marine diesel engines, which apply beginning in 2016.

In addition to emission standards, measures to reduce idling also can reduce concentrations near ports and rail yards. For example, shore connection systems (SCS) allow maritime vessels and locomotives to plug into an electric power source rather than using onboard engines while docked at port or stopped in a rail yard. Features such as walls and vegetation may also reduce concentrations of air pollutants near these facilities, but little direct research exists for these locations.

The U.S. EPA is involved in a number of nonregulatory efforts that seek to address railyard and port emissions. For example, the [Ports Initiative](#) seeks to partner with ports to reduce climate risks and improve air quality, the [SmartWay Program](#) encourages trucks and locomotives to not idle, and provides technical information on the benefits of not idling, and the [DERA Program](#) provides funding for clean diesel projects at ports and railyards.

## Research Links

### What EPA research is being conducted on near-roadway air pollution?

EPA's near-roadway research program is an integrated, multidisciplinary effort to better understand how motor vehicle emissions influence air quality in-vehicle, near major roads and the health of nearby populations, including those with asthma and cardiovascular disease. The studies have been designed to answer questions about potential health risks and what can be done to reduce exposures both in-vehicle and near roadways to maximize improvements in public health.

EPA's near-roadway research program is an integrated, multidisciplinary effort to better understand how motor vehicle emissions influence air quality near major roads and the health of nearby populations, including those with asthma and cardiovascular disease. The studies are designed to answer questions about potential health risks including:

What kinds of air pollutants near roadways have the most significant impacts on human health?

- What is the full range of potential health effects associated with air pollutants near roadways including consideration of possible impacts on populations living, working, or going to school near roads? How far do air pollutants travel from roadways?
- Who is most at risk for experiencing health effects associated with air pollution near roadways?

# Frequently Asked Questions

- What can be done to reduce exposures near roadways to maximize improvements in public health?
- How can research support the improvement of existing tools and development of new tools for use in transportation and community planning?
- How can research help inform regulatory decisions to improve near-road air quality and reduce occurrences of adverse health effects?

Research includes:

- Health effect studies of human populations in neighborhoods near major roads
- Toxicological and human clinical studies in controlled exposure environments
- Air monitoring studies on and near roadways
- Laboratory studies to measure motor vehicle emissions and simulate roadway conditions
- Computer modeling to understand air quality and the dispersion of pollutants away from the roadway
- Field and laboratory studies on the ways to reduce near-road air pollutants and adverse health effects and
- Impacts of ports, railyards, and airports on nearby air quality and people's exposures.

For more information, see [www.epa.gov/airscience/air-highwayresearch.htm](http://www.epa.gov/airscience/air-highwayresearch.htm)

## **What has been the impact of near-roadway research?**

Near-roadway research has led to a number of programs aimed at reducing pollutant concentrations and protecting public health. The research contributed to a body of evidence on the connections between roadway-associated exposures and adverse health effects, which led EPA to develop the requirement for a national near-road air quality monitoring network and supported EPA programs for modeling the near-road air quality impacts of diesel vehicles on transportation projects. In particular, the health studies helped to identify health impacts near roads, the field measurements identified where and how best to monitor these impacts, and the field and laboratory studies suggested ways to potentially model and mitigate these impacts.

Communities have used products of this research to inform decisions on school and other facility placement. For example, research studies were cited in the recent EPA School Siting



# Frequently Asked Questions

Guidelines, which help school districts evaluate potential environmental hazards when identifying new school locations, and identify roadway-related factors and mitigation options that may reduce exposures. For recommendations on addressing near-road air quality in school siting, see section 8 in EPA's School Siting Guidelines:

[www.epa.gov/schools/guidelinstools/siting/download.html](http://www.epa.gov/schools/guidelinstools/siting/download.html)

This research has also led community planners and developers to consider how people may be exposed to traffic emissions, and what steps may be taken to reduce nearby populations' exposures and health impacts.

## Where can I find published research?

- To find specific publications related to near roadway research, enter “roadway” or “road” in the search box on the main page of the Science Inventory at: <http://cfpub.epa.gov/si/>.
- EPA's near roadway research: [www.epa.gov/airscience/air-highwayresearch.htm](http://www.epa.gov/airscience/air-highwayresearch.htm)
- EPA also supports near roadway research conducted at other research institutions including the EPA Clean Air Research Centers and the Health Effects Institute (HEI). Information on near roadway research at these institutions can be found at the following sites:
  - Clean Air Research Centers: [www.epa.gov/airscience/air-cleanairresearchcenters.htm](http://www.epa.gov/airscience/air-cleanairresearchcenters.htm)
  - Health Effects Institute: [www.healtheffects.org/](http://www.healtheffects.org/)

**From:** Keith Faulkner [REDACTED]  
**Sent:** Wednesday, March 8, 2023 9:54 AM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass Alignment

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 Stephen,

I would like to strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore I understand TxDOT has an existing option, Segment B that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousand of citizens throughout McKinney.

These are the facts presented by TxDOT in your February 2023 Announcement:

1. Segment A destroys 27 businesses, 12 displacements and 2 homes currently. It will likely be more than that by the time the project is constructed whereas Segment B destroys no businesses, 7 displacements and 5 homes.
2. The cost of Segment A right of way acquisition estimated today is \$957.8 million compared to \$888.8 million for Segment B. It is likely to reach more than \$1 Billion by the time the project is constructed based on current construction projects which are not counted in the current TxDOT estimates.
3. The proposed Blue Alternative which includes Segment A calls for \$120 million from the City of McKinney for right of way acquisition which will be an unplanned tax burden to McKinney taxpayers. The amount of tax burden quite likely will increase as the cost of ROW acquisitions and related expenses increase.
4. Segment A will have a significant detrimental impact on Stonebridge Ranch and Tucker Hill which border the proposed construction of Segment A. It will create major traffic disruption, increased noise and increased health and environmental problems, not to mention the impact on schools, morning and afternoon traffic, and school zones divided by US 380 Segment A.

**I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

Thanks for your consideration.

Keith & Pat Faulkner  
1000 Woodcliff Dr  
McKinney TX 75072

Keith Faulkner



**From:** Keith Faulkner [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:53 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPad

**From:** Keith Green [REDACTED]  
**Sent:** Thursday, March 16, 2023 8:55 AM  
**To:** Stephen Endres

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,

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, business, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie than route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

Personally, Route C will destroy an area that I have known and loved as a long-time resident of Collin County. If Route C is imposed we will lose access to community riding arenas, wooded trails, and outdoor pursuits.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

Thank you for taking the time to consider this change.

Sincerely,  
Keith Green



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Please tell <sup>PROPERTY</sup> Roger to get on board & allow "A" to cut across their south east corner

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Keith W. Andre

Address: 1920 Meadow Ranch Rd, McKinney, TX 75071

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: [scribble]

**From:** Kelly D Krueger [REDACTED]  
**Sent:** Wednesday, March 22, 2023 5:59 PM  
**To:** Stephen Endres  
**Subject:** No Freeway

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.

Do not break the law-"AGAIN"  
"DISCLOSURE is the LAW"

**From:** Kelly Dieterich [REDACTED]  
**Sent:** Wednesday, March 8, 2023 11:11 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



**Kelly Dieterich**  
Vice President of Club Finance

---

**e:** [REDACTED] **w:** [invitedclubs.com](http://invitedclubs.com)  
**m:** [508-982-6178](tel:508-982-6178)

From: Stephen Endres <Stephen.Endres@txdot.gov>

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –  
Public Hearing Individual Comments (Emails, Letters, Comment Forms)

Sent: Monday, February 20, 2023 8:57 AM

To: kelly nguyen [REDACTED]

Subject: RE: Oppose Route C - the FM 2933 Portion #416 - #420

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: kelly nguyen [REDACTED]

Sent: Friday, February 17, 2023 3:45 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: Oppose Route C - the FM 2933 Portion #416 - #420

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.

Oppose Route C - the FM 2933 Portion #416 - #420

Sent from my iPhone

**From:** Kelly Ritter [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:25 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hi Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Kelly Ritter

Sent from my iPhone

**From:** Kelly Stephenson [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:18 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



**From:** Kelly Tenney [REDACTED]  
**Sent:** Monday, March 13, 2023 2:11 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass NE McKinney please Oppose C and Support D

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.

Η αμ ωριτινγ το ασκ ψου το νοτ χηοοσε οπτιον X Iv τηε υπχομινγ US 380 Bypass  
NE McKinney.

C disturbs the wetland that serve as refuge for wildlife,  
including beavers, river otters, turtles, migratory and non-  
migratory water and forest birds, frogs, etc.

Ανδ

C affects and displaces 383% more homes(29 vs. 6), 300%  
more businesses (16 vs. 4), and more community resources.

It is worse for the people of Collin county and worse for the animals and wildlife. Please oppose option C  
and choose option D.

Thank you,  
Kelly Tenney

Yours in Health,  
Kelly Tenney  
COPE Certified Health Coach

Click on this link below for the free ebook  
[Stop, Challenge, Choose](#)

3 Steps Toward Creating Optimal Health  
[469-682-1057](tel:469-682-1057)  
[kellytenney.ichooseoptimalhealth.com](http://kellytenney.ichooseoptimalhealth.com)

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:48 AM  
**To:** Kelsey Zucker [REDACTED]  
**Subject:** RE: 380 consideration

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Kelsey Zucker [REDACTED]  
**Sent:** Tuesday, February 28, 2023 7:30 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 consideration

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,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Reasons to consider OPPOSING Segment A:  
Costs taxpayers \$98.8 million more  
Impacts 57% more natural wetlands & wildlife  
Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

Reasons to SUPPORT Segment B:

Requires 73% fewer business and residential displacements

Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road

14% shorter, saving time and money

It seems like a no brainer to pick segment B - more cost effective, less environmental impact, and fewer interruptions to citizens and businesses.

Thank you for your consideration,

Kelsey Zucker

--

Kelsey Zucker  
(513) 237-0051  
[REDACTED]

--

Kelsey Zucker  
(513) 237-0051  
[REDACTED]

---

A Texas Department of Transportation message



**From:** jimmie bradley [REDACTED]  
**Sent:** Thursday, April 20, 2023 3:28 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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'm writing about my concerns regarding the Segment A impacts on Tucker Hill.

The below points are concerns by the entire neighborhood.

- The fact that Segment B impacts fewer homes
- The fact that Segment B has less environmental impact than Segment A
- The fact that Segment B is significantly financially less expensive than Segment A
- TXDot's putting MainGait's concerns over the residents of Tucker Hill for whatever reason
- Noise pollution affecting Tucker Hill residents
- Community impacts affecting Tucker Hill residents
- Aesthetic impacts affecting Tucker Hill residents
- TXDots inaccurate traffic analysis
- Community cohesion
- Construction air and noise pollution affecting Tucker Hill residents
- Segment A's shift closer to Tucker Hill without notice
- Alleged invalid comments submitted by Bill Darling impersonating Tucker Hill residents

I would just like to tell you that my husband and I are elderly and each have chronic health issues.

My husband is a Vietnam Veteran and suffers from PTSD and Alzheimer's. I am a cancer survivor and also suffer from pulmonary lung issues.

Also, I am concerned about the below and would appreciate you responding to each.

- The apparent lack of studies regarding air quality. The quality of air we breathe is very important to our overall health. I fear that the construction while building Segment A and the ongoing air pollution after construction will be detrimental to our overall health.
- The apparent lack of studies regarding noise pollution. Proper sleep and rest is important to us and I fear that the construction noise and the bypass traffic noise will be detrimental to our overall health.
- I really don't understand the air and sound quality measures used. Can you explain them to me in layman's terms? Can you explain to me where the monitors were located in Tucker Hill for the studies?
- Emergency response time during the constructing period. How will that be addressed?
- What will happen to the overflow parking at Harvard Park when you take part of their parking lot? Will that overflow into Tucker Hill?
- Please explain to me why TXDot put MainGait's concerns over the residents of Tucker Hill...

Thank you for listening to my concerns. I look forward to your responses and pray that you will reconsider and NOT build the Segment A bypass.

Ken and Jimmie Bradley  
2301 Pearl Street  
Mckinney, TX

**From:** Ken McCarty [REDACTED]  
**Sent:** Saturday, April 1, 2023 12:37 PM  
**To:** Stephen Endres  
**Subject:** Collin county bypass

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.

Has anyone from Txdot looked at projects from other countries with similar problems? Has anyone considered building express lanes above the existing highway??? Like Singapore, São Paulo and many others?

Cheaper, faster and with less traffic interruptions Please let me know Thanks

Sent from my iPhone  
Ken McCarty  
(214)755-1202

**From:** Ken Verdolivo [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:51 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards,  
Ken Verdolivo

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Kenny Gregory [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Kenny Gregory [REDACTED]  
**Sent:** Saturday, February 25, 2023 10:02 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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,

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

**NO to Segment A, YES to Segment B**

Thank you,

Kenny Gregory  
Wyndsor Grove/The Heritage Community

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:55 AM  
**To:** Kerrie Bernecker [REDACTED]  
**Subject:** RE: Keep 380 on 380 Project

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Kerrie Bernecker [REDACTED]  
**Sent:** Sunday, February 26, 2023 12:56 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Keep 380 on 380 Project

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,

I am writing in support of the choice for using the BLUE Alternative as the preferred design for the expansion of the 380 corridor. This choice will be the least disruptive to many schools and neighborhoods. Also, the Blue Alternative saves Maingait, which is an important part of the Prosper community. Thank you for listening to our concerns.

Very Respectfully,  
Kerrie Bernecker  
3460 Newport Dr  
Prosper TX 75078



**From:** Kerry Doke [REDACTED]  
**Sent:** Wednesday, March 15, 2023 7:52 AM  
**To:** Stephen Endres  
**Subject:** I OPPOSE 380 Bypass Segment A

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 a homeowner and 20 year resident of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

It is my understanding that TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Kerry Doke

Sent from my iPhone

**From:** Carol Harned [REDACTED]  
**Sent:** Wednesday, March 8, 2023 11:11 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Kevin and Carol Harned

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 10:00 AM  
To: Elle Walsh [REDACTED]  
Subject: RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Elle Walsh [REDACTED]  
Sent: Saturday, February 25, 2023 4:27 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: NO to Segment A, YES to Segment B

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.

Comment: NO to Segment A, YES to Segment B

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

I just don't understand how a proposition that has been thoroughly argued against, destroys a ton of wild life habitats, as well as small businesses and disrupts homes could be picked as the best option. As an educated thinker it does not make any sense and makes me wonder if this was a political decision instead of a decision that has been researched to find the best course of action.

Again, as a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Kevin & Elle Walsh

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C7ed8f6340745430c95c308db19a64079%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131974058701812%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Ln2CEulrYF0d2aogoyLKcbYFagMi%2BaEOBiqXeuvwC8E%3D&reserved=0>>

**From:** Debra Campbell [REDACTED]  
**Sent:** Wednesday, April 19, 2023 11:27 PM  
**To:** Stephen Endres  
**Subject:** 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.

My name is Kevin Campbell and I live with my parents in Tucker Hill. I am outraged over the recommendation of Segment A over Segment B. This is is fiscally irresponsible to the taxpayers costing over \$150 million more. I worry about the tremendous amount of Money wasted and how it will affect future generations.

Furthermore, there is objective evidence of Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents This does not make sense. I have just been diagnosed with diabetes and my internist insisted I get pneumonia vaccine. I'm concerned that the pollution from the 380 project will negatively affect my health as well as my parents Please do not proceed with this project without a rigorous study of all pollutants that cause harm to

humans and a rigorous health impact analysis to understand both current and future problems. This project should not proceed until these studies are completed.

Tucker Hill is a very unique front porch community. I spend a lot of time on our porches and walking the neighborhood.

Can u guarantee that 380 will Not be detrimental to my health and well being after construction and during construction due to the excessive noise and environmental pollution? Have you researched the correlation between noise and mental and physical health? This can be very stressful and detrimental to everyone's health and well being. I'm also concerned about emergency vehicle access to Tucker Hill. Can you guarantee that Stonebridge will be completed before any construction on 380

Is started in front of Tucker Hill?

Why can't the outer loop be used as a solution?

Wouldn't it make more sense to connect to NDT and 35???

If the 380 segment A is selected and all the studies

regarding our health are completed you must promise a depressed 380 in front of Tucker hill with large sound barriers. I can't even imagine how loud the noise will be. Why are we the only neighborhood that will be affected on 2 sides  
Thanks in advance for your consideration to all my questions.

Kevin Campbell

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Thursday, January 26, 2023 1:36 PM  
**To:** kevin smith [REDACTED]  
**Cc:** Ken Silver Thai [REDACTED]  
**Subject:** RE: 380 expansion meeting

TxDOT will hold a public hearing next month. The DEIS is online for review. The environmental clearance is expected in September. Acquisition of proposed right of way will occur after environmental clearance.

<https://www.keepitmovingdallas.com/US380EIS>

Please see email blast below which went out to project mailing list.



[View this email in your browser](#)



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The Texas Department of Transportation (TxDOT) is proposing to construct US 380 as a freeway primarily on new location from Coit Road and existing US 380 around the northern portion of McKinney connecting back to existing US 380 near Farm to Market (FM) Road 1827, east of the City of McKinney. This notice advises the public that a Draft Environmental Impact Statement (DEIS) is available for review and that TxDOT will be conducting an in-person and online virtual public hearing on the proposed project. The purpose of the hearing is to present the DEIS and updated schematic design of the “Blue Alternative,” which has been identified as TxDOT’s Preferred Alternative. The Preferred Alternative links Segments A, E, and C.

The DEIS is available for review online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS), and a hard copy is available for review at the TxDOT Dallas District Office.

The hearing dates, times, and locations are listed below. The same information will be available at the in-person and virtual hearings, including a pre-recorded video presentation with audio and visual components.

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**[In-Person Hearing](#)**

**[In-Person Hearing](#)**

Thursday, Feb. 16, 2023  
5:30 p.m. to 7:30 p.m.  
Collin County Courthouse  
Central Jury Room  
2100 Bloomdale Rd.  
McKinney, TX 75071

Tuesday, Feb. 21, 2023  
5:30 p.m. to 7:30 p.m.  
Rhea's Mill Baptist Church  
Gymnasium  
5733 N. Custer Rd.  
McKinney, TX 75071

**Virtual Hearing\***

Thursday, Feb. 16, 2023, starting at 5:30 p.m. through Tuesday, March 21, 2023, at  
11:59 p.m. [www.KeepItMovingDallas.com/US380EIS](http://www.KeepItMovingDallas.com/US380EIS)

***\*This is not a live event***

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To view the virtual public hearing materials, participants may go to the web address noted above at any time during the dates indicated. In-person attendees will be able to view the presentation which will be playing on a screen, review hard copies of project materials, ask questions of TxDOT staff and/or consultants, and leave comments. The in-person public hearings will follow an “open house” format, meaning attendees may come and go at their convenience.

If you do not have internet access, or do not wish to attend an in-person hearing, you may call (214) 320-4469 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.

The proposed project would provide a new location, eight-lane, controlled-access freeway with two-lane, one-way frontage roads on each side from Coit Road and existing US 380 to the eastern terminus at existing US 380 and FM 1827. The purpose of the project is to manage congestion and improve east-west mobility and safety throughout the study area. The typical proposed right-of-way (ROW) would be approximately 420 feet wide, with the minimum and maximum ROW width ranging from 330 feet to 1,582 feet, respectively. Depending on the location, the typical freeway section would consist of four 12-

foot-wide travel lanes in each direction with 10- to 17-foot-wide inside and outside shoulders and two-lane (each 12-foot-wide), one-way frontage roads on either side of the mainlanes. Shared-use paths built along the outside of the frontage roads would provide bicycle and pedestrian accommodations. The total proposed ROW acreage is estimated at 1,083.5 acres. The proposed project passes through the Town of Prosper, the City of McKinney, and Collin County.

The proposed project is not anticipated to impact any existing properties protected under Section 4(f) of the Department of Transportation Act of 1966. TxDOT received information in November 2022 about several planned, future parks in the Town of Prosper and is evaluating each property for Section 4(f) eligibility.

The proposed project would, subject to final design considerations, require acquisition of additional ROW and potentially displace 22 residences and 35 businesses. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for ROW acquisition and construction, can be obtained from the TxDOT Dallas District office by calling (214) 320-6675 or online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS).

The proposed project would involve construction in wetlands and an action in a floodplain and floodway.

Environmental documentation and studies, including the DEIS and any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643. Printed copies of the design schematic will also be available for review at Prosper Town Hall, McKinney City Hall, and Collin County Courthouse as well as online at [www.keepitmovingdallas.com/US380EIS](http://www.keepitmovingdallas.com/US380EIS) beginning Thursday, Feb. 16 at 5:30 p.m., and in hard copy form for review at the in-person public hearing.

The public hearing will be conducted in English. If you need an interpreter or

document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the virtual public hearing or in-person option, please contact TxDOT Public Information Office at (214) 320-4480 no later than 4 p.m. Monday, Feb. 13, 2023. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Comments from the public regarding the proposed project are requested and may be submitted to the TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, Texas 75150-6643 or [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Verbal comments may be submitted by calling (833) 933-0443. **All comments must be received or postmarked before Tuesday, March 21, 2023.** Responses to comments received by the deadline will be available on the project website once they have been prepared.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact the TxDOT Project Manager, Mr. Stephen Endres, P.E., at (214) 320-4469 or [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).

[Public Hearing Venue Map \(PDF\)](#)

[Spanish Public Hearing Notice \(PDF\)](#)

[Vietnamese Public Hearing Notice \(PDF\)](#)

*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 9, 2019, and executed by FHWA and TxDOT.*

**TxDOT Dallas District**  
4777 East US Highway 80  
Mesquite, TX 75150

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

Please let me know if you have other questions.

Stephen Endres

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**From:** kevin smith [REDACTED]  
**Sent:** Thursday, January 26, 2023 1:15 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Ken Silver Thai [REDACTED]  
**Subject:** RE: 380 expansion meeting

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.

Stephen,

I read that there is a meeting on this in February. I also read that you are going to utilize Option A. That means that the expansion will go right through our land. What do we have to do to get things resolved? We have been unable to begin construction on our restaurant for obvious reasons, but that means we have been making payments on the land loan for almost a year, which is very damaging for us.

Thanks,  
Kevin

---

**From:** kevin smith [REDACTED]  
**Sent:** Tuesday, November 1, 2022 5:42 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Ken Silver Thai [REDACTED]  
**Subject:** Re: 380 expansion meeting

Thanks for the quick reply!

McKinney is the part we are interested in.

We bought some land for a restaurant right on 380 before we knew anything about the expansion plans.

Option A goes right through our planned restaurant. Option B doesn't bother us.

We are stuck making payments on the land but unable to build anything until the decision is made. We didn't imagine the possibility of having to make payments without being able to move forward with the restaurant.

We just want to know as much as possible while we try to hold on.

Thanks!

Kevin Smith

---

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, November 1, 2022, 2:41 PM  
**To:** kevin smith [REDACTED]  
**Cc:** Ken Silver Thai [REDACTED]  
**Subject:** RE: 380 expansion meeting

Which US 380 project? Princeton? McKinney?

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**From:** kevin smith [REDACTED]  
**Sent:** Tuesday, November 1, 2022 2:30 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Ken Silver Thai [REDACTED]  
**Subject:** 380 expansion meeting

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.

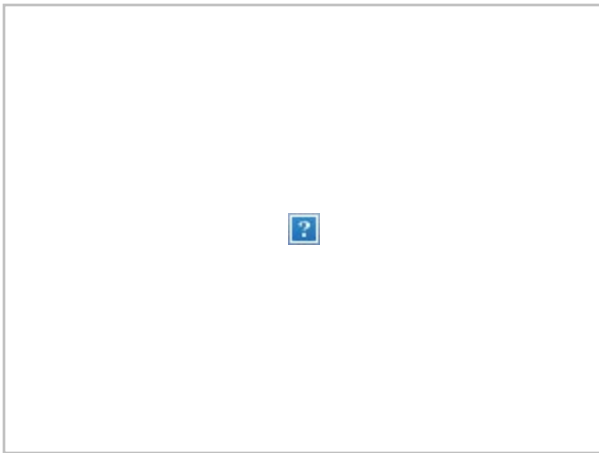
Mr Endres,

I am being impacted by the Highway 380 Expansion Project, and I really need to know what is going to happen and when. When will you have the next release of information to the public? I remembered that there was a meeting today, but I can't find any info about it online.

Thanks in advance for your help.

Kevin Smith

214-641-5974



**From:** Bentley, Kim [REDACTED]  
**Sent:** Wednesday, March 15, 2023 9:03 AM  
**To:** Stephen Endres  
**Cc:** [REDACTED] Stephen Endres  
**Subject:** Opposition of Segment C on the North Texas bypass

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Dear Mr. Stephen Endres

I am writing to express my strong opposition of segment C on the 380 North Texas bypass. The development of this:

- Severely damages one of the largest remaining forests in central Collin County
- Destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- Disturbs the wetland that serve as refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- Eliminates a large area of suitable habitat for endangered/ threatened species.
- Affects and displaces 383% more homes (29 vs. 6), 300% more businesses (16 vs. 4), and more community resources.

Sincerely,

**Kim Bentley, CHCP**  
Continuing Education Programs Manager

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error, please notify and return the original message to the sender immediately at the above listed address. Thank you for your cooperation.

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.



The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.”

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review\\_2011\\_The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board\\_2014\\_Policy Brief\\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston\\_2019\\_Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston\\_2022\\_Why are we still building highways?](#)
3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022\\_'It's just more and more lanes' the Texan revolt against giant new highways](#)

9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts. Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)

10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)

35. [The New York Times\\_2022\\_Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston\\_No Safe Level of Transportation Emissions](#)
37. [Elsevier\\_2017\\_Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard\\_2016\\_Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives\\_2016\\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Video](#)
41. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Slides](#)
42. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_HBW Notes.docx](#)
43. [University of British Columbia\\_2023\\_Traffic pollution impairs brain function](#)
44. [Environmental Health\\_2023\\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen\\_2023\\_MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association\\_2022\\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association\\_2022\\_Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives\\_2011\\_Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet\\_2017\\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives\\_2008\\_Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine\\_2004\\_Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet\\_2002\\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine\\_2010\\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute\\_2022\\_The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen\\_2022\\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC\\_2022\\_Chapter 8 Transport](#)
3. [WHO\\_2021\\_Global Air Quality Guidelines](#)
4. [USPIRG\\_2021\\_Transform Transportation\\_Strategies For A Healthier Future](#)
5. [The World Bank and IHME\\_2016\\_The Cost of Air Pollution](#)
6. [Transportation for America\\_Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)



19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)

17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health](#).
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:34 PM  
**To:** [REDACTED]  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: Request for an extension on 380/Bypass Comment Period

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** [REDACTED]  
**Sent:** Monday, March 13, 2023 7:33 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** Request for an extension on 380/Bypass Comment Period

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.

Hi - I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A. As you know this was granted in the last round of comments and we have upcoming meetings to discuss several new developments.

Thank you,

Kim Carmichael | Renewal Program Manager  
[REDACTED]



Adobe Authorized Reseller for Connect, Captivate and Adobe Learning Manager  
[www.getconnect.com](http://www.getconnect.com)

**From:** [REDACTED]  
**Sent:** Thursday, April 20, 2023 6:12 PM  
**To:** Stephen Endres  
**Subject:** Comments Against 380 Segment A Alignment  
**Attachments:** [US 380 Segement A Comments - 4-2023.pdf](#)

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.

To whom it may concern,

My husband and I live at 7709 Townsend Blvd in the Tucker Hill community of McKinney. I have been involved with working on keeping our community safe and out of the path of the 380 Bypass from the beginning. We helped push for the Segment B option, and it was looking as if TxDOT would choose that route, at least in 2022 but money, power, and politics always win against the small Taxpaying Homeowners. So here we are with TxDOT choosing Segment A and spending over 200 million more of our money on an option that makes no sense, has a dangerous 90-degree turn, takes out our only entrance, encroaches on more wetlands, affects more streams and rivers, and gives preferential treatment to a horse ranch and their visitors over homeowners who live in the affect area daily. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Why are Segment decisions made with inconsistencies ? We were told the comments are a small part of the decision, while those in Segment B were told that the decision was made because more comments came in against B.

Why was the traffic study done during the 2020 pandemic when no one was driving to work, so that the noise and air pollution did not show accurate levels? Why was one mph shown as the normal wind speed in the study?

Why did TxDOT tell our elected officials that there was nothing they could do to influence the decision but tell those impacted to go to their elected officials to push them to influence the alignment choices?

Why does it appear that more intense study was done to the affects of a bypass to ManeGate than to Tucker Hill, as our parks, pool, clubhouse etc. were not identified so no impact studies were done?

Is TxDOT pushing the Bypass thru to gain federal funding while available, without doing their due diligence to study the full effects to the Homeowners and businesses involved?

What is the plan for emergency services, school busses and individuals to enter and exit the Tucker Hill community during construction?

If the City of McKinney cannot come up with the money to move utilities where will this money come from?

Will or can Segment A shift closer to Tucker Hill, without study to affects of the shift?

How do paid lobbyist effect the decision making process? We have seen that money and influence obviously have effects.

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we for go with the current preferred alignment. See attached document outlining all the inconsistencies we have found int the EIS study, also the areas we believe need more study to see the actual impacts to out neighborhood as well as the other affected by Segment A.

Thank you,

Kim Carmichael | Renewal Program Manager

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[www.getconnect.com](http://www.getconnect.com)

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Wednesday, March 1, 2023 11:23 AM  
To: Kim Gilani [REDACTED]  
Subject: RE: NO to Segment A, YES to Segment B

Your comments will be added to public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Kim Gilani [REDACTED]  
Sent: Wednesday, March 1, 2023 7:30 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: NO to Segment A, YES to Segment B

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.

> I would like to provide feedback regarding Segment A:

>

> As a homeowner and citizen of McKinney, Texas, I strongly oppose the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

>

> Regards,  
> Kim Gilani

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C55e14029b81d4d5883d908db1a7acc18%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C63813288694204509>

**From:** Kim Himes [REDACTED]  
**Sent:** Monday, March 6, 2023 4:22 PM  
**To:** Madison Schein <[Madison.Schein@txdot.gov](mailto:Madison.Schein@txdot.gov)>  
**Subject:** Hoping you can help! re: our conversation at the public hearing

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 Madison!

I'm hoping you remember me - I was the almost 6 foot tall blonde lady who you spoke with after you gave the interview to the lady with the purple hair - how's that for some visual prompting? :))

-

Anyway, you were very kind to speak with me for a long while, and I really appreciated your candor. Just to jog your memory, I had mentioned to you that I live in Tucker Hill, and am concerned re: the "preferred alternative" route that TXDOT is considering. I wanted to get some more information from you, and would like to know if you are able to furnish this particular information, as a matter of public record, and if not, would you please direct me to the appropriate party who can?

-

The first thing is, I would like to request the contact information for a couple of folks. I'm trying to reach out to Michael Morris, and also Ceason Clemens. I know that Mr. Morris is the Regional Transportation

Director of Collin County, but I am unsure what Ms. Clemens title is, or what part she plays in this. If you would please provide that, I would be so grateful!

-

Secondly, I need a definition - is this action being taken by TXDOT considered to be eminent domain? There is some confusion about that out here - some businesses are indicating that it is, but that's not what I understood.

-

Thirdly, you mentioned to me that night that TXDOT has several hurdles to overcome prior to beginning this project involving the "preferred alternative" as it has been outlined currently - those included completing an environmental study, securing funding for the project, and securing/purchasing the right-of-way from Southern Land Company (as it relates to Tucker Hill directly). Have I understood those three initial things correctly? And, btw.. Has TXDOT already secured the right of way from Billingsly, the owner of the land that surrounds Tucker Hill? Also, when was this preferred alternative broached? Was it prior to November of 2022? I'm asking this question because I noticed that there was a Memorandum of Understanding dated December 9, 2019 in regards to the NEPA assignment. Who would that Memorandum of Understanding have been sent to? Would it have been disclosed to Southern Land Company and the Billingsly family at that time?

-

And lastly - who would have the final say as to when the "public hearing" period is concluded? And, if as you indicated to me in February, that the public commentary received was so far in favor of a shift from B to A, will there also be disclosure re: the public commentary percentages as they stand right now (prior to March 21st) that is available?

-

Thank you for your time in reading this through Madison. As I indicated, if information I am requesting is "above your pay grade" so to speak, in the interest of time, please direct me to that person/persons.



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[Information About Brokerage Services](#)  
[Consumer Protection Notice](#)

Thanks so much!  
Kim Himes, Broker, Realtor, CNE  
469-441-9611  
[REDACTED]



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You can also reach me here:

[Connect with Kim on Facebook!](#)

[Kim Himes YOUR TEXAS REALTOR YouTube Channel](#)

<https://www.linkedin.com/in/kim-himes-a96880114/>

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A Texas Department of Transportation message



**From:** Kim Kleppe [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:36 PM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Kim Kleppe



**From:** Kim Leggette [REDACTED]  
**Sent:** Thursday, March 16, 2023 8:01 AM  
**To:** Stephen Endres  
**Subject:** HWY 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.

Stephen,

Please do not cave into to political pressure from a judge that lives in the Tucker Hill community in McKinney, TX. There is no rational reason to route the Hwy 380 bypass through Prosper, TX. The proposed route through Propser, TX goes by schools and a horse farm that supports the disabled. McKinney's lack of planning should not be Propser's problem.

Please keep 380 on 380 or select the route that takes it through McKinney.

Kim Leggette  
910 Evergreen Dr.  
Prosper, TX 75078

[Sent from Yahoo Mail for iPhone](#)

**From:** Kim Woodruff [REDACTED]  
**Sent:** Wednesday, March 8, 2023 5:21 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you for your support,

Kim Woodruff  
5002 Timber Circle Dr.  
McKinney, TX 75072

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Kimberly Milano  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 Bypass

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** Kimberly Milano [REDACTED]  
**Sent:** Sunday, March 12, 2023 9:05 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>; Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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.

I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

Thank you.

From: Stephen Endres <Stephen.Endres@txdot.gov> CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –  
Sent: Monday, February 20, 2023 8:00 AM  
To: Kimberly Stafford [REDACTED]  
Subject: RE: 380 Bypass  
Public Hearing Individual Comments (Emails, Letters, Comment Forms)

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Kimberly Stafford [REDACTED]  
Sent: Sunday, February 19, 2023 6:53 AM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: 380 Bypass

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.

I strongly oppose Route C for the 380 Bypass project.

Route D affects less homes and businesses and is a better option for the community

Thank you,  
Kimberly Stafford

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 10:07 AM  
To: Kirsty Bishop [REDACTED]  
Subject: RE: 380 Bypass in McKinney

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Kirsty Bishop [REDACTED]  
Sent: Saturday, February 25, 2023 9:25 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass in 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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Kirsty Bishop

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthreastx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C792884d1acb6420a43ed08db19a6aaa0%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131975831130188%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6>

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:48 AM  
**To:** Kit Tozier [REDACTED]  
**Subject:** RE: 380 Bypass - NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Kit Tozier [REDACTED]  
**Sent:** Monday, February 27, 2023 9:44 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass - NO to Segment A, YES to Segment B  
**Importance:** High

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.

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 18/27.

Kit Tozier



**Senior Loan Processor** NMLS # 941160

Highlands Residential Mortgage

7500 Dallas Parkway Suite 150

Plano, TX 75024

**Cell:** 214-404-0179

**Fax:** 469-310-0221



**NMLS # 941160**

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Thank You.

---

A Texas Department of Transportation message



**From:** Korey Hicks [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:04 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Korey Hicks

Sent from my iPhone



**From:** Kristi Martinez [REDACTED]  
**Sent:** Thursday, March 23, 2023 7:11 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Kristi Martinez

Sent from my iPad

**From:** Kristi Tyler [REDACTED]  
**Sent:** Wednesday, March 15, 2023 9:51 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Kristi Tyler  
Ridgecrest

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 9:01 AM  
**To:** Kristin Mycke [REDACTED]  
**Subject:** RE: 380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Kristin Mycke [REDACTED]  
**Sent:** Friday, February 17, 2023 12:58 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 bypass

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 am writing to support Route D and oppose Route C for the 380 bypass route. Route C will cause too much turmoil and difficulty for existing residents. Route D is a less destructive option. Please extended support of Route C.

Kristin Mycke  
Collin County Property Owner.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 17, 2023 1:24 PM  
**To:** Kristin Mycke [REDACTED]  
**Subject:** RE: 380 bypass

Your comments will be added to public hearing summary.

Stephen Endres

---

**From:** Kristin Mycke [REDACTED]  
**Sent:** Friday, February 17, 2023 12:58 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 bypass

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 am writing to support Route D and oppose Route C for the 380 bypass route. Route C will cause too much turmoil and difficulty for existing residents. Route D is a less destructive option. Please extended support of Route C.

Kristin Mycke  
Collin County Property Owner.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:54 AM  
**To:** Kristy McCoy [REDACTED]  
**Subject:** RE: US 380 bypass - support Route D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Kristy McCoy [REDACTED]  
**Sent:** Saturday, February 18, 2023 10:59 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 bypass - support Route D

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.

I'm writing this email in support of proposed Route D, which goes through the flood plain and disrupts 7 homes as opposed to the 29 homes on Route C.

If C goes through as planned, so many more people will be displaced and community resources will be impacted.

Texas Parks and wildlife are also supporting, as far as I can tell, Route D due to its lowered impact on wetlands and threatened species.

I am sure there are many many factors that come into play when choosing routes, but please strongly consider Route D.

Sincerely,  
Kristy McCoy  
Collin County resident

**From:** Kristy Seymour [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:40 PM  
**To:** Stephen Endres  
**Subject:** NO to 380 Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Kristy Seymour

**From:** KT [REDACTED]  
**Sent:** Monday, April 17, 2023 5:15 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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,

*As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.*

*I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.*

*Thank you for considering,*

*Kristy Tebbetts*

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 4:16 PM  
**To:** L . V [REDACTED]  
**Subject:** RE: I do not support plan c

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** L . V [REDACTED]  
**Sent:** Monday, February 20, 2023 9:12 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** I do not support plan c

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, I am aware of that there are several plans for the construction of the bypass.  
What not make the decision that is better for the life of many people.

[Sent from Yahoo Mail for iPhone](#)



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 9:01 AM  
**To:** L. V [REDACTED]  
**Subject:** RE: No route C

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** L. V [REDACTED]  
**Sent:** Friday, February 17, 2023 1:32 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** No route C

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.

I support of Route D, which goes through the flood plain and disrupts 7 homes as opposed to the 29 homes on Route C. Txdot has said that comments matter. Please make mention that our property is a community resource (Therapeutic riding, church and community riding and events etc).

In addition 8 lanes is overkill and a waste of money , our money.

[Sent from Yahoo Mail for iPhone](#)

**From:** Lance Gammill [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:42 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards,  
Lance and Jennifer Gammill  
1904 Camberton Drive  
McKinney, TX 75071  
--  
Lance

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Wednesday, March 1, 2023 11:46 AM  
**To:** Lark Allen [REDACTED]  
**Subject:** RE: 380 bypass NE McKinney oppose C support D

Your comments will be added to public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Lark Allen [REDACTED]  
**Sent:** Tuesday, February 28, 2023 6:11 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; [REDACTED]  
**Subject:** 380 bypass NE McKinney oppose C support D

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.

Hello,

I am very concerned about the possibility of what would happen if proposal C took place~  
C severely damages one of the largest remaining forests in central Collin County.  
C destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.  
C disturbs the wetlands that serve as a refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.  
C eliminates a large area of suitable habitat for endangered/threatened species.  
C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).  
C divides residential and farming/ranching communities.  
C affects and displaces significantly more homes, businesses, and community resources.

C has worse traffic performance (lower traffic capacity,

Also, I drive in this area and it is already stressful enough! I do not consent to damage to these areas while also creating more stress for the human inhabitants.

Thank you,  
Lark Allen

Lark Allen, Happiness Mentor Inc. and Market Mentor with Monat ~

<https://healintohappiness.com/>

<http://yourhairwillloveyou.mymonat.com/>

972.489.4901

May all your dreams come true!

---

A Texas Department of Transportation message



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:36 PM  
**To:** Larry E Collins [REDACTED]  
**Subject:** RE: HWY 380 Expansion - stick to the proposal

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Larry E Collins [REDACTED]  
**Sent:** Saturday, February 25, 2023 12:14 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** HWY 380 Expansion - stick to the proposal

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 know there is an organized email campaign to oppose the proposed Segment A-E-C.  
but I AGREE with the proposal as it stands.

Segment B is much longer and cuts across much more land having much more environmental impact.

The Country Clubbers of Stone Bridge will just have to adapt to a new reality.

Do not be dissuaded.

Cheers!

Larry Collins

McKinney / Collin County resident since 2012

3604 Apple Blossom Ln

McKinney, TX 75070

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A Texas Department of Transportation message



**From:** Larry Hoffman [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:52 PM  
**To:** Stephen Endres  
**Subject:** Implement the Segment B option.

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,

Can you please provide me with rationale behind selecting to more expensive and impactful Segment A over Segment B? I have reviewed the TXDOT documents and am unable to find anything that justifies the selection of Segment A over B.

Larry Hoffman  
[REDACTED]

From: Larry Hoffman [REDACTED]  
Sent: Friday, March 10, 2023 4:28 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: Re: Implement the Segment B option.

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.

Thank you but my question was neither addressed or answered? How may I obtain the information on exactly how the Segment A/B decision was made?

Larry Hoffman  
[REDACTED]

On Mar 10, 2023, at 10:27 AM, Stephen Endres  
<[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)> wrote:

Your comments will be added to our public hearing summary.



Stephen Endres  
214-320-4469

-----Original Message-----

From: Larry Hoffman [REDACTED]  
Sent: Tuesday, March 7, 2023 4:52 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: Implement the Segment B option.

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,

Can you please provide me with rationale behind selecting to more expensive and impactful Segment A over Segment B? I have reviewed the TXDOT documents and am unable to find anything that justifies the selection of Segment A over B.

Larry Hoffman  
[REDACTED]

[A Texas Department of Transportation (TxDOT) message] <<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Cchsmith%40burnsmcd.com%7C7302d02fdbec4288861b08db24c93a1f%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638144218912169454%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJB TlI6Ikh1aWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=1S8NEUt2 dxQDmVBuMM28ViLyfEwTNnpU3a0hS8mBEKg%3D&reserved=0>>

[A Texas Department of Transportation (TxDOT) message] <<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Cchsmith%40burnsmcd.com%7C7302d02fdbec4288861b08db24c93a1f%7Cbfbb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638144218912169454%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJB TlI6Ikh1aWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=1S8NEUt2 dxQDmVBuMM28ViLyfEwTNnpU3a0hS8mBEKg%3D&reserved=0>>

**From:** Larry Thrash [REDACTED]  
**Sent:** Wednesday, March 8, 2023 5:59 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Laura Glenn [REDACTED]  
**Sent:** Saturday, March 11, 2023 4:57 PM  
**To:** Stephen Endres  
**Cc:** Rickie Glenn  
**Subject:** Tx dot Segment A McKinney opposition

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.

We adamantly oppose the proposed bypass segment A, preferred by txdot and support B.

Along with the city of McKinney's numerous letters of opposition to txdot for years opposing segment A, we agree segment B would be the preferred choice. Why must McKinney harbor all the burden; displace businesses, create even heavier traffic congestion due to construction, and disrupt several established neighborhoods ( Tucker, Stonebridge, Wren Creek, Arbor Hills) and private residences that have been here for years!

Why does Prosper bear no burden?

Our entire Tucker Hill neighborhood will be directly impacted for years! Our property values will most certainly be negatively affected. You are proposing a major highway on TWO sides of our homes in TH!! Please hear our pleas from the 1500 + residents in Tucker Hill! We have personally lived here 12 years and have such a welcoming, supportive community, but we do not welcome a major highway surrounding us! No amount of sound barriers are going to alleviate the inevitable noise.  
Thank you for your consideration,  
Laura and Rickie Glenn

**From:** Laura Glenn [REDACTED]  
**Sent:** Thursday, April 20, 2023 10:48 AM  
**To:** Stephen Endres  
**Cc:** Rickie Glenn  
**Subject:** 380 impact on Tucker Hill

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,

We are longtime residents of Tucker Hill. We moved here from Plano in 2010 when TH was just beginning; 4-5 streets of homes, 380 was just a two lane asphalt road, and there was no retail development to speak of.

As TH inevitably grew, we welcomed the 6 lane expansion of 380, curbs, welcomed the traffic light at Tremont for safer access( our only access) to our community, and welcomed the development of retail.

So, we completely understand the need for a 380 bypass. When segment B was presented as the best solution; the least disruptive solution to family homes and property values, less threat to new businesses that are less than a year of opening, less impact to our natural environment, less impact to our air and sound quality, and finally less impact on our REAL lives, of course, we rallied behind it! Who wouldn't? Our homes were threatened!

We ( TH, Stonebridge) have rallied for segment B, written letters for B, attended countless community and city meetings in hopes that our pleas would be heard and understood in our support for Segment B. And now, , we're offering our pleas again.

Segment B is by far the least intrusive, and the least incredibly expensive option for our community. We hope and pray you would reconsider your preference.

Laura and Rickie Glenn  
2313 Grassmere Lane  
McKinney

Sent from my iPhone

**From:** Laura Donahue [REDACTED]  
**Sent:** Saturday, March 11, 2023 1:51 PM  
**To:** Stephen Endres  
**Subject:** Stonebridge Ranch Property owner

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.

Hello Mr. Endres,

We and most of our neighbors are strongly opposed to option A being considered as part of route 380 expansion. We feel this would directly and negatively impact our Stonebridge Ranch neighborhood and the property values of the homes in Stonebridge Ranch, most especially those north of Virginia where our home is. Should those property values fall it will result in a lowering property taxes and therefore, a lowering of the amount of money going into the City of McKinney for ongoing projects. These are some of the highest property taxes in McKinney. We also feel it would also negatively impact the businesses and properties along 380 east of Custer. Several are already slated to close! This is a massive undertaking and will prove in the long run to be detrimental to McKinney as a whole.

Please please reroute the route 380 expansion two option B.

Laura and Tom Donahue  
601 Rosebury Circle  
McKinney, TX 75071  
214-585-1966

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:56 AM  
**To:** Laura Allen [REDACTED]  
**Subject:** RE: No TO A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Laura Allen [REDACTED]  
**Sent:** Sunday, February 26, 2023 11:49 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** No TO A

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.

NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.  
For the McKinney families with students traveling to the high school this is a major issue.  
Thank you,  
Laura Allen

Sent from my iPhone

**From:** Laura Alton [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:44 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 bypass C and D

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.

I oppose route C - it is very destructive

I support route D - it is minimal displacement

Laura Alton  
214-641-3212

**From:** [REDACTED]  
**Sent:** Wednesday, March 15, 2023 3:22 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Laura Arouca



**From:** Laura Bull [REDACTED]  
**Sent:** Thursday, April 20, 2023 1:56 PM  
**To:** Stephen Endres  
**Cc:** Ceason Clemens  
**Subject:** Public Comment for Segment B

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.

To whom it may concern:

I am quite concerned about the TXDOT recommendation to chose A over Segment B. As a mother, I fear for the safety of my family with the increased traffic and unsafe driving conditions that will ensue during the construction phase. We have no option but to drive straight into the mess as we do not have another exit. And even if the city can build us one in time, we still have to cross the bypass to get to our children's elementary school as this bypass will cut my entire neighborhood off from our zoned school. Furthermore...

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

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- TxDOT issue a second
  - draft of the EIS to correct significant deficiencies in the current draft EIS.
  - 
  - 
  -
- Any Final Environmental
  - Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision
- 

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- 
- 
- Segment B does, in
  - fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- 
- 
- 
- Segment B would have
  - less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B.
- Segment
  - A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- 
- 
- 
- Segment B is significantly
  - less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- 
- 
- 
- Segment
  - A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes

- in a restricted ROW width construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those
- induced by a change in grade and, not one, but two 90 degree turns.
- 
- 
- 
- TxDOT has claimed
- that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The
- voices of the current residents should be a priority over unidentified future residents.
- 
- 
- 
- TxDOT has asserted
- that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- 
- 
- 
- TxDOT also asserts
- that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near
- the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community
- is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by
- the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker
- Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore
- and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.
- 

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not

meant to be a complete listing of  
compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised

study were acceptable for “short

TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT’s conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard I;  
to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pol

academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.



From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 10:00 AM  
To: Laura Carpenter [REDACTED]  
Subject: RE: Opposition to segment A for US 380 bypass in McKinney

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Laura Carpenter [REDACTED]  
Sent: Saturday, February 25, 2023 3:55 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: Opposition to segment A for US 380 bypass in 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.

TXDOT,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. If not Sement B, then NO build at all.

Laura Carpenter

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C2a74d20fb56d46070d7208db19a64021%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131974043379220%7CUnknown%7CTWFpbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCi6>



**From:** Laura Procaccini [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:39 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Laura Procaccini [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:39 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Laura Procaccini [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:39 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Laura Rauscher [REDACTED]  
**Sent:** Monday, April 17, 2023 8:22 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Public Comment

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.

***As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.***

***I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.***

***Sincerely,  
Laura Sherwood***

**From:** Lauren Aubele [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:09 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thanks,

Lauren Allan  
Sent from my iPhone

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**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:18 AM  
**To:** lauren landmark [REDACTED]  
**Subject:** RE: 380 Bypass NE McKinney: Oppose C, Support D -380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** lauren landmark [REDACTED]  
**Sent:** Monday, March 6, 2023 9:01 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass NE McKinney: Oppose C, Support D -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.

Hi Stephen ,

As a resident of east mckinney and one who loves and serves in this community with our family, we are begging for your help in this decision. We were made aware of this opposed route change that will be severely damaging to one of the largest remaining forests in central Collin county- as this route destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie. It is strongly OPPOSED by Texas parks and Wildlife.

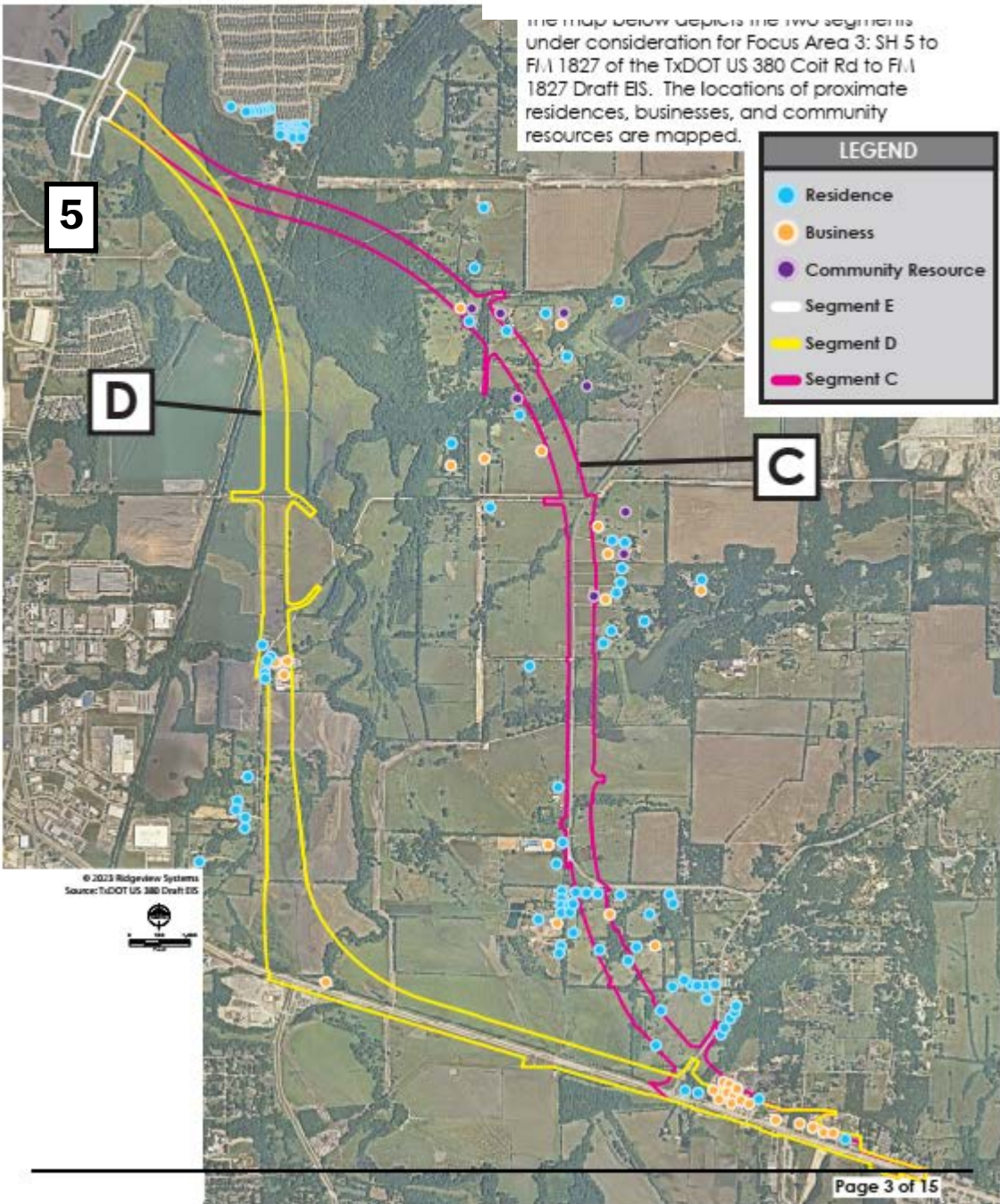
If this isn't as important to some, it has worse traffic performance (lower traffic capacity, slower travel speeds, and more elevation changes).

Please! oppose Segment C and make Segment D the preferred route.

### Map of Seg

The map below depicts the two segments under consideration for Focus Area 3: SH 5 to F.L. 1827 of the TxDOT US 380 Coit Rd to F.L. 1827 Draft EIS. The locations of proximate residences, businesses, and community resources are mapped.

LEGEND	
	Residence
	Business
	Community Resource
	Segment E
	Segment D
	Segment C



**From:** Lauren Shadle [REDACTED]  
**Sent:** Friday, March 10, 2023 7:48 AM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass NE McKinney (Choose D and Oppose C)

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,

This plight is to convince TXDOT to route the bypass back to plan D instead of Route C (which would run along the top of my driveway where my horse is stabled and I ride regularly. 29 ranch residences & 15 businesses will be adversely affected by Route C while a handful of small structures would be affected by Route D as it is in the flood plain along Woodlawn.

Please choose route D.

Thank you,

Sent from my iPhone



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:56 AM  
**To:** Lauren Vanderbilt [REDACTED]  
**Subject:** RE: 380 Bypass PLEASE BUILD ROUTE D AND NOT ROUTE C

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Lauren Vanderbilt [REDACTED]  
**Sent:** Friday, February 17, 2023 5:20 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass PLEASE BUILD ROUTE D AND NOT ROUTE C

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.

As a concerned citizen and as stated in the subject line, I am writing to STRONGLY oppose Route C and give my support of Route D for the 380 bypass in McKinney. Route C will unnecessarily destroy so much land and property that is used for so much good in the area. PLEASE go with Route D.

Lauren Vanderbilt

**From:** laurie taylor [REDACTED]  
**Sent:** Thursday, April 20, 2023 9:18 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass 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.

To whom it may concern:

No one has consistently explained why Segment B wasn't selected over A.

As a person with autoimmune diseases, as well as my children, I am extremely concerned for my safety, health and well being during a very long construction process, the negative environmental impact it will have on me and my family and the limited ability to enter and exit my subdivision(Tucker Hill)... ambulances, firetrucks and police services, etc.

Dangerous air pollution and noise pollution will greatly affect all of us in The Tucker Hill community. I will not be able to enjoy and use my home(indoor and outdoor) as our overall neighborhood design was intended... a front porch community. Very sad the politics of Manegate is involved in this decision. Concerns of continuous negative changes and encroachments toward the Tucker Hill neighborhood. Total disregard of tax payer money...irresponsible.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper. The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e, TxDOT). As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS). Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected. In order to ensure resolution and the creation of the best project possible, we request that: ● TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS. ● Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled

from the Record of Decision The fa

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion. In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option. TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

Noise Pollution The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any

future noise abatement studies. The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood. Community Impacts TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents. Aesthetic Impacts TxDOT has not completed the required aesthetic impact analysis for the whole project. Traffic Analysis TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete. Two 90 degree curves More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision. As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy. Community Cohesion TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research. Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city. What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary,

but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative. Construction and Noise Pollution TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include: “Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.” TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood? Shift Closer to Tucker Hill TxDOT’s introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment. Air Pollution Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards. The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill. It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction. The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to

increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves. The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants. Quality of Comments Collected As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record. NEPA Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT. "NEPA is About People and Places" "Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase "human environment" in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects." It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Sincerely,

Laurie & Jim Taylor

Laurie Taylor

*"Finally, brothers and sisters, whatever is true, whatever is noble, whatever is right, whatever is pure, whatever is lovely, whatever is admirable- if anything is excellent or praiseworthy- think about such things. Whatever you have learned or received or heard from me, or seen in me- put into practice. And the God of peace will be with you." Philippians 4:8-9*

**From:** Laurie Smith [REDACTED]  
**Sent:** Monday, April 17, 2023 4:41 PM  
**To:** Stephen Endres  
**Subject:** 380 Expansion Option A  
**Attachments:** References and Studies.pages

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 and TXDOT:

As a McKinney citizen I understand that a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TXDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TXDOT and in the underlying Environmental Impact Study (EIS).

- I am a senior citizen and have several medical conditions, what will the proposed construction impact have on access and exit for my neighborhood for emergency vehicles like fire, police and ambulance?
- Are there TXDOT plans to create a Stonebridge entrance/exit into/out of Tucker Hill to provide a much needed second location for ingress/egress?
- What mitigation plans will TXDOT implement in the event they go forward with the ill-conceived Option A alternative?

I am gravely concerned that TXDOT intends to wrap both the South and East sides of Tucker Hill in years long massive construction projects, with little consideration shown here to date, with regards to our overall safety, quality of life, mental, emotional and physical wellbeing:

- Has there ever been any other TXDOT project that impacts a single community to the extent TXDOT will adversely impact Tucker Hill should this go forward?
- What mitigation plans have been considered to counter adverse impacts to noise, pollution and quality of life?
- What models or data sources have been utilized to determine viability, measurements and analytical data?
- What year(s) of data have been gathered to determine such impacts?
- What evidence exists or has been vetted with regards to home value based on these large, invasive and extended construction projects?

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TXDOT will not mitigate these harms, then TXDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.



As a McKinney homeowner and taxpayer is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

In order to ensure resolution and the creation of the best project possible, we, the homeowners and taxpayers request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to "MainGait Therapeutic Horsemanship property, the subject of substantial public concern". In fact, there is no great "public concern" over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children.

More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor



of Segment A – essentially imperc

continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

- What criteria or rationale has TxDOT used in assessing options A & B in comparison to one another?
- Where is the criteria for A over B documented?
- Why hasn't the criteria been uniformly and consistently applied across all options, A, B, C, D, etc.

**In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.**

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting

organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **An important question exists and is unanswered as to why is a bypass is still necessary with the recent Custer Road expansion, Ridge Road construction, both going through to the Outer Loop:**

- What studies or analysis have been performed to determine how this impacts traffic through the corridor?
- Why is an additional road (bypass) necessary within the Custer to Ridge space?
- Has any consideration gone into determining if these roads, along with planned NTTA expansion of the North Dallas Tollroad, won't significantly reduce traffic through the 380 path?

### **Shift Closer to Tucker Hill**

***Furthermore, TXDOT is now proposing a shift of the bypass to a path much closer to Tucker Hill, this has never been discussed prior to the final EIS and subsequent comment period and meetings, this is very concerning in that this further adverse condition impact Tucker Hill in all the above mentioned concerns. Moving the path even closer to an established, unique community is not only detrimental to quality of life and health, but shows there has been no consideration whatsoever by TXDOT to protect, defend or fairly assess any concerns for the Tucker Hill Community.***

TxDOT's introduction of the Segme produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. **I strongly object to the proposed shift of the A alignment.**

## Community Cohesion

- TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.
- Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as **Mayor Fuller reiterated in his email to Ceason, Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.**

***What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.***

## Construction and Noise Pollution

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

"Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts."

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

## Air Pollution

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not, air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

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"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase "human environment" in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly denying the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Laurie L. Smith

7412 Ardmore Street  
McKinney, TX 75071

**From:** Laurie Smith [REDACTED]  
**Sent:** Wednesday, April 19, 2023 10:57 AM  
**To:** Stephen Endres  
**Subject:** US 380 McKinney Bypass

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 and TXDOT:

As a McKinney citizen I understand that a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TXDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TXDOT and in the underlying Environmental Impact Study (EIS).

- I am a senior citizen and have several medical conditions, what will the proposed construction impact have on access and exit for my neighborhood for emergency vehicles like fire, police and ambulance?
- Are there TXDOT plans to create a Stonebridge entrance/exit into/out of Tucker Hill to provide a much needed second location for ingress/egress?
- What mitigation plans will TXDOT implement in the event they go forward with the ill-conceived Option A alternative?

I am gravely concerned that TXDOT intends to wrap both the South and East sides of Tucker Hill in years long massive construction projects, with little consideration shown here to date, with regards to our overall safety, quality of life, mental, emotional and physical wellbeing:

- Has there ever been any other TXDOT project that impacts a single community to the extent TXDOT will adversely impact Tucker Hill should this go forward?
- What mitigation plans have been considered to counter adverse impacts to noise, pollution and quality of life?
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Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TXDOT will not mitigate these harms, then TXDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision

inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

In order to ensure resolution and the creation of the best project possible, we, the homeowners and taxpayers request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
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the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

- What criteria or rationale has TXDOT used in assessing options A & B in comparison to one another?
- Where is the criteria for A over B documented?
- Why hasn’t the criteria been uniformly and consistently applied across all options, A, B, C, D, etc.

**In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.**

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

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The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

## **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill



houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **An important question exists and is unanswered as to why is a bypass is still necessary with the recent Custer Road expansion, Ridge Road construction, both going through to the Outer Loop:**

- What studies or analysis have been performed to determine how this impacts traffic through the corridor?
- Why is an additional road (bypass) necessary within the Custer to Ridge space?
- Has any consideration gone into determining if these roads, along with planned NTTA expansion of the North Dallas Tollroad, won't significantly reduce traffic through the 380 path?

## Shift Closer to Tucker Hill

***Furthermore, TXDOT is now proposing a shift of the bypass to a path much closer to Tucker Hill, this has never been discussed prior to the final EIS and subsequent comment period and meetings, this is very concerning in that this further adverse condition impact Tucker Hill in all the above mentioned concerns. Moving the path even closer to an established, unique community is not only detrimental to quality of life and health, but shows there has been no consideration whatsoever by TXDOT to protect, defend or fairly assess any concerns for the Tucker Hill Community.***

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. **I strongly object to the proposed shift of the A alignment.**

## Community Cohesion

- TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.
- Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as **Mayor Fuller reiterated in his email to Ceason, Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.**

***What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.***

## Construction and Noise Pollution

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

## **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not, air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas’ electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

## **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

## NEPA

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly denying the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Laurie L. Smith

7412 Ardmore Street  
McKinney, TX 75071

**From:** Laurie Sweet [REDACTED]  
**Sent:** Monday, April 17, 2023 8:58 PM  
**To:** Stephen Endres  
**Subject:** TxDOT 380 Bypass  
**Attachments:** 20223-04-17 US 380 Segement A Comments.pdf

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.

I am a resident of McKinney, Tx and a homeowner in Tucker Hill Development. I want to strongly SUPPORT segment B of the proposed 380 expansion. As a resident of TH we only have 2 exits from our neighborhood, both out to 380. Any construction for 3-5 years in front of our neighborhood would severely impact our safety.

What safeguards will be implemented should you proceed with A for our community during construction?

Emergency vehicle response times would be greatly increased. This also would continue based on your drawing of what segment A would look like as any emergency vehicle coming from the west would have to go beyond TH and if we had to go east to Baylor hospital we would have to head west first.

How is TxDOT going to address this issue also during the construction phase?

We have been hearing for 7 years that Stonebridge is going to be extended but still has not so no guarantees that it will be prior to construction.

Is this something TxDOT will take a proactive approach on?

Further, your own matrix shows the number of businesses, residents, and other displacements to be less with B. Cost is much less, nearly \$150m, with your current estimates with B. You even state it could go higher with the utility re-routing. Environmental impact is even less with option B. Segment A could have a potential high-risk EPA clean up where B has zero. These are all things from your own study.

There are numerous other issues and questions with regard to the study used to base your decision. I have attached a copy of all issues and supported references.

- 1) What study has TxDOT done to show the full impact of air quality both during and after construction?
- 2) Where were those monitors located?
- 3) What dates and times were collected during this study?
- 4) What list of assumptions did TxDOT use in regards to weather etc during this study?
- 5) Please answer the same questions above for the sound study that was done in Tucker Hill.
- 6) Why are there no plans to put up sound barriers on the north side (Tucker Hill) but on the south side (Stonebridge)? Prevailing winds are from the south and we would be affected most.
- 7) Segment A consists of 2 90 degree turns. What studies have been done on the safety of those as compared to the gradual lane shift in B?

Laurie Sweet

**From:** Laurie Taylor [REDACTED]  
**Sent:** Monday, March 13, 2023 1:54 PM  
**To:** Stephen Endres  
**Subject:** 380 By Pass No to Option A- Yes to Option B

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.

I would like to formally request an extension of the comment period. We need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

Thank you,

Laurie Taylor

"Finally, brothers and sisters, whatever is true, whatever is noble, whatever is right , whatever is pure, whatever is lovely, whatever is admirable- if anything is excellent or praiseworthy- think about such things. Whatever you have learned or received or heard from me, or seen in me- put into practice. And the God of peace will be with you." Philippians 4:8-9

**From:** Leah Caputo [REDACTED]  
**Sent:** Friday, March 10, 2023 6:24 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Leah Caputo

**From:** Lee Ingram [REDACTED]  
**Sent:** Tuesday, March 14, 2023 10:28 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A (US 380 Bypass Project)

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 a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Lee Ingram

1504 Roxboro Ln  
McKinney, TX 75071

214-995-0614



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**From:** Rhonda Schmid <[Rhonda.Schmid@txdot.gov](mailto:Rhonda.Schmid@txdot.gov)>  
**Sent:** Tuesday, March 7, 2023 9:43 AM  
**To:** Ashton Strong <[Ashton.Strong@txdot.gov](mailto:Ashton.Strong@txdot.gov)>  
**Cc:** Dawn Robertson <[Dawn.Robertson@txdot.gov](mailto:Dawn.Robertson@txdot.gov)>  
**Subject:** Public Records Request (R023784-030623) - Taylor - DUE 3-13-2023

Hello Ashton,

TxDOT received the following open records request. Does your office have responsive records?

<b><u>Describe the Record(s)</u></b>	My personal Comments to TXDOT about route A & B for the 380 Bypass comments. I live at 2116 Tremont Blvd, McKinney, TX 75071
<b><u>Requested:</u></b>	

Thank you.



*Rhonda Schmid*

Resource Management Analyst/Open Records Coordinator  
4777 E. US Highway 80  
Mesquite, TX 75150

**From:** Leigh Taylor [REDACTED]  
**Sent:** Tuesday, March 21, 2023 11:18 AM  
**To:** Stephen Endres  
**Subject:** Noise Pollution Study Hw. 380

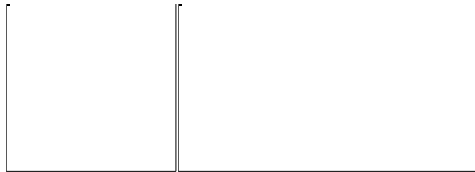
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,

I live in Tucker Hill and wanted to know how I find out when the Noise pollution studies were conducted? What SPL meter was used? LEQA was over what period of time and what time of day? Or, were these computer calculated projections? These are things I'm not finding in the study.

Thanks so much for your time!

Leigh Taylor  
2116 Tremont Blvd  
McKinney, TX 75071



**From:** Leigh Taylor [REDACTED]  
**Sent:** Wednesday, April 19, 2023 10:14 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass Comments submission

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.

To Whom it may concern,

Please add these comments to my previous questions and comments. Thank you!

As a McKinney homeowner and taxpayer, I believe that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Furthermore, there is objective evidence of political maneuvering, lobbying/campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ(2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, rather than what is desirable from the standpoint of the agency (i.e, TxDOT).

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower-impact alternative. It appears irrefutable that Segment B, or an unexplored West of Custer Rd. alternative is the better alternative, and that there are some serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts.

If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the currently preferred alignment. The pollution appendices are missing critical analyses and portions. This project should not proceed until those egregious omissions and errors are corrected. In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

Also, I believe the Noise study that was conducted for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. There is data showing that a home near noisy highways affects the sleep cycles of residents, which in turn affects their overall health. The organ most affected is the heart which leads to a shorter lifespan. There is also a ton of data that shows excess noise is the leading cause of tinnitus, an epidemic in our society. The study evaluated only

a single barrier south of the community

a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents, or our residents with disabilities—collectively, who likely outnumber MainGate's transient guests. I have two children diagnosed with sensory issues and without any noise abatement as proposed by TXDOT, they will most definitely be affected.

Regarding the noise study, I have the following questions:

1. Why was only one data point used to collect the decibel level?
2. Why was this time chosen, before Noon, during a time when many cars were not on the streets?
3. When the decibel data was collected, had traffic patterns returned to normal "Pre-Covid" levels?
4. Why was that date for decibel measurement chosen, given that it was not at all a typical traffic time?
5. Will there be more decibel measurements during normal high-traffic times, to make sure you are accurate with your decibel increases if this 380 bypass is placed where TXDOT is preferring it be placed?
6. Have you considered the decibel measurements from other similar depressed hwy. areas, like that in Frisco, across from Scottish Rite Hospital? When I went to go take measurements, the decibels went well above the data that was in the Noise study.
7. Why is an increase of 40% to 50% in decibels, okay for a front porch community filled with people of various ages, disabilities and sensory issues? What data do you have supporting that this will not negatively affect our health and our mental health?
8. Why was there no data on what the Noise or pollution will be like during the construction phase?
9. Why was there no data on what the noise will be like from the shift WEST of the proposed route?
10. Will there be a noise study done to see how this shift will affect the homes off of Grassmere, the park area, the dog park area and the future proposed walking trails in the community when it is built out?

I would like to also go on record, that the shift WEST, away from Billingsly property, should be moved back to where it was planned originally. This, RAISED hwy bypass will most definitely affect the residents of Tucker Hill and there are zero studies on this. You cannot just move a highway closer to residents, without conducting any research on how this will affect their mental and physical health.

I would urge TXDOT to do more research on the effects of these increases in noise. We are not talking about a minor increase, we are talking about a percentage. 4 db increase, is a 40% increase in noise. 5 db is a 50% increase in noise. When you consider the mental health crisis in this country and are now informed that noise pollution is a large contributor to mental health issues, you should at the very least, place sound barriers and help with other noise-mitigating processes.

Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. The noise study itself appeared to use an outdated data program that has been updated to help correct the flaws that can be found within the version of the program used. Why wasn't a more updated program used for noise data collection? Why was it acceptable to use an outdated version?

Tucker Hill has been designed in a way to help fight against mental health issues, by encouraging outdoor living and engaging with their neighbors on a daily basis. It is truly a unique place within McKinney and you will be destroying the

very things that communities should b  
country. Healthy living and healthy minds are what can be found in the way Tucker Hill is built and hope to be further  
developed. TXDot needs to consider this and abandon their plans to build Route A. TxDot, at the very least, needs to  
help encourage this type of community and not negatively affect it.

Thank you for your time, recording my comments and considering my questions.

Leigh Taylor  
2116 Tremont Blvd  
McKinney, TX 75071

Leigh Taylor  
EP @ Defacto  
818-481-4449  
[www.defactosound.com](http://www.defactosound.com)  
[www.20k.org](http://www.20k.org)

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Monday, March 6, 2023 1:13 PM  
To: Leigh Wilcox [REDACTED]  
Subject: RE: 380 Bypass NE McKinney - Oppose Plan C / Support Plan D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Leigh Wilcox [REDACTED]  
Sent: Monday, March 6, 2023 11:58 AM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; [REDACTED]  
Subject: 380 Bypass NE McKinney - Oppose Plan C / Support Plan D

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 Morning,

I'm writing to express my sincere concern over plans for the 380 bypass. Plan C would negatively affect far more residences, businesses and wildlife than would Plan D. Plan C would divide residential and farming/ranching communities, greatly disrupting their functions. Plan C is strongly opposed by Texas Parks and Wildlife because it would eliminate a large area of suitable habitat for endangered/threatened species.

Please help protect the residences, businesses and wildlife that currently exist along Plan C and help push for the Plan D instead.

Sincerely,  
~Leigh Wilcox  
Collin County Resident

**From:** Leigh Wilcox [REDACTED]  
**Sent:** Friday, March 24, 2023 2:58 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 Bypass, NE 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.

Dear Senator Paxton, Representative Leach, and Mr. Endres:

I am writing to inform you that as a resident of Collin County and frequent driver on Highway 380, I strongly oppose Segment C and support Segment D. Segment D would have lower environmental impact and fewer homes, businesses, and community services would be affected.

Sincerely,  
~Leigh Wilcox  
Collin County Resident

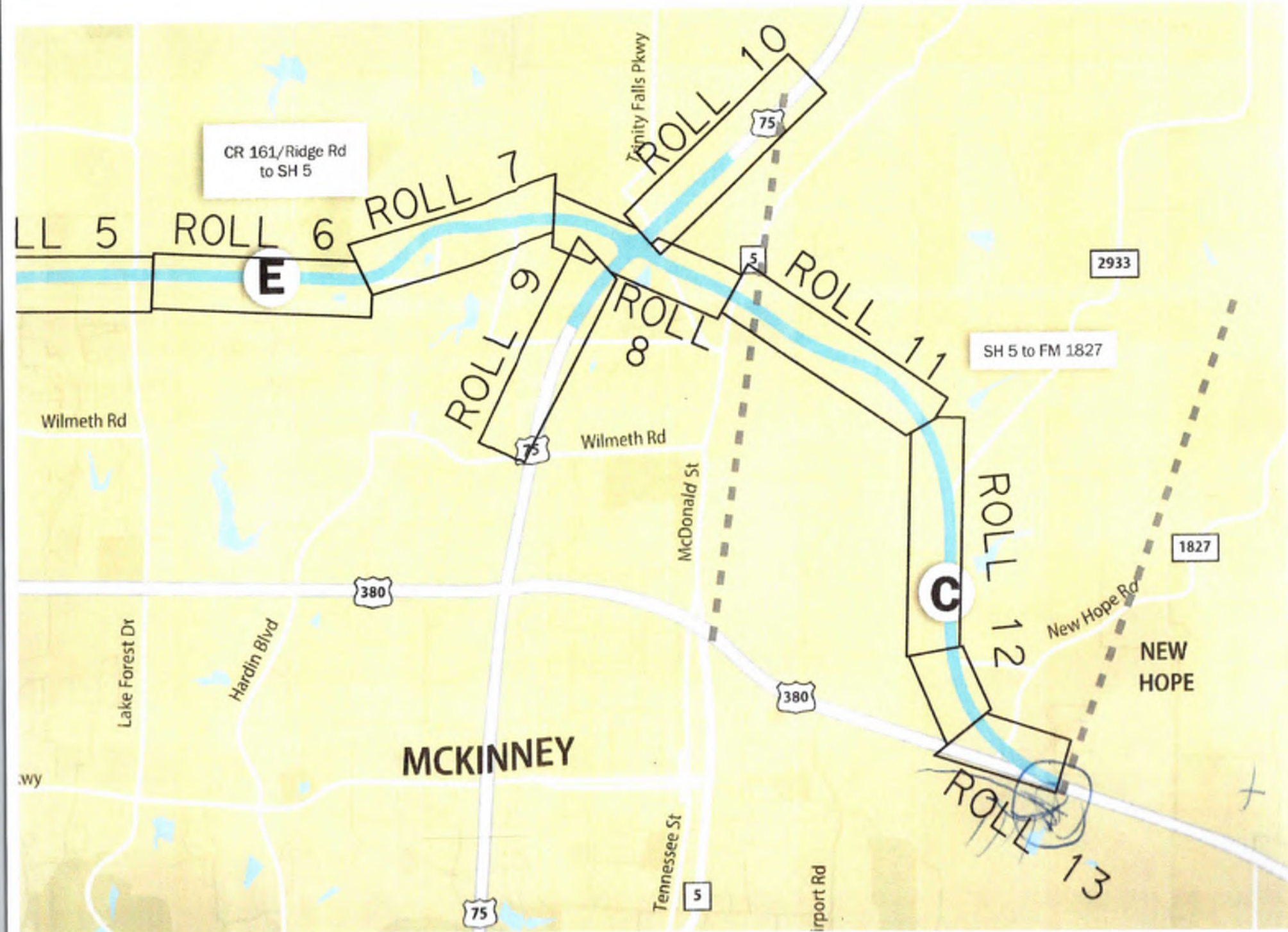
Please excuse any typos - Sent from my iPhone

**From:** Leila Reposa [REDACTED]  
**Sent:** Friday, March 10, 2023 11:09 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.





**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 8:47 AM  
**To:** 'Ieland Caldwell' [REDACTED]  
**Subject:** RE: FM 1827/US 380 Key Map

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

---

**From:** Mohammad Khoshkar <[Mohammad.Khoshkar@txdot.gov](mailto:Mohammad.Khoshkar@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 7:58 AM  
**To:** 'Ieland caldwell' [REDACTED]  
**Cc:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Madison Schein <[Madison.Schein@txdot.gov](mailto:Madison.Schein@txdot.gov)>  
**Subject:** FM 1827/US 380 Key Map

Leland,

This information will be sent to Txdot's team for the review and comment. Please contact me if you have any questions.

Regards,  
Mo Khoshkar

---

**From:** Ieland caldwell [REDACTED]  
**Sent:** Monday, February 27, 2023 2:54 PM  
**To:** Mohammad Khoshkar <[Mohammad.Khoshkar@txdot.gov](mailto:Mohammad.Khoshkar@txdot.gov)>  
**Cc:** Ieland caldwell [REDACTED]  
**Subject:** 1827/US 380 Key Map

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. Khoshkar,

I am D.L. Caldwell's brother, Leland. D. L. and I came out to your office for a couple of minutes this past Friday. It was nice meeting you and I am following up with sending you an attachment which shows the one map we would like to get the more detailed version of. It is the one that Txdot had on display at the most recent meeting at the Collin County Courthouse. It is the last map from Segment C.

Could you please have someone send us a copy of the map where Segment C comes in at US Hwy 380? The map that was being displayed had a more refined version in the right hand upper corner and illustrated that the initial map showing kind of a cul-de-sac there on the South side of 380 at FM 1827 has been refined somewhat and does not include a cul-de-sac there. We do not really care one way or another, but we are trying to begin planning for the future in that area and D.L. owns a couple of structures on the Northeast corner of that location. The structures previously belonged to a Mr. Billy Carroll and Texdot already purchased the frontage and house there and has already torn the house down. D.L. now owns the remaining portion of the property that Mr. Carroll owned previously.

We understand the precise route at the location has not yet been determined and the maps only represent preferred routes, alternatives, and some refinements of those. We understand any map sent to us is subject to change.

Thank you so much.

Kind regards,

**Leland R. Caldwell**  
Attorney at Law  
Visiting Magistrate Judge  
Texas Bar Number: 00797814  
Office Number: 972-369-7979  
[REDACTED]  
3067 CR 330  
McKinney, Texas 75071

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A Texas Department of Transportation message



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A Texas Department of Transportation message





**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Segment C is horrid in so many ways. DO NOT construct C!

I suggest finishing 380, maybe a double-decker hwy like 35 in Austin. Planning ahead could also help... ie, build the roads before ~~the~~ building infrastructure!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: USLEY WESLEY

Address: \_\_\_\_\_

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: MCKINNEY, TX

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Leslie Allcorn  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 impact on Tucker Hill

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16th and 21st.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Leslie Allcorn [REDACTED]  
Sent: Sunday, March 12, 2023 3:48 PM  
To: Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
Subject: 380 impact on Tucker Hill

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.

I would like to formally request an extension to the comment period because more time is needed to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill and it's surrounding neighbors and businesses from the more expensive and intrusive Option A.

Thanks for your consideration

Leslie Allcorn

7312 Ripley Street

**From:** Leslie Allcorn [REDACTED]  
**Sent:** Wednesday, April 19, 2023 5:36 PM  
**To:** Stephen Endres  
**Subject:** 380 expansion concerns  
**Attachments:** US 380 Segement A Comments vJB.pdf

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.

To Whom it may Concern;

We are residents of Tucker Hill and have great concerns about Segment A. I am confused by the inconsistencies with the choices of segments. It was stated in the choice between C and D that the choice was made to affect fewer homes. However, Segment A affects more homes than Segment B. Please explain. Also, I'm not happy about the irresponsibility of spending at least \$200 million more for Segment A. It makes no common sense.

My husband and I chose Tucker Hill because of its unique charm and front porch living. Noise and air quality threaten to steal that from us.

Please read the attached PDF for more detailed reasonings.

I urge you to choose Segment B based on common sense and responsible spending.

Respectfully,

Leslie Allcorn



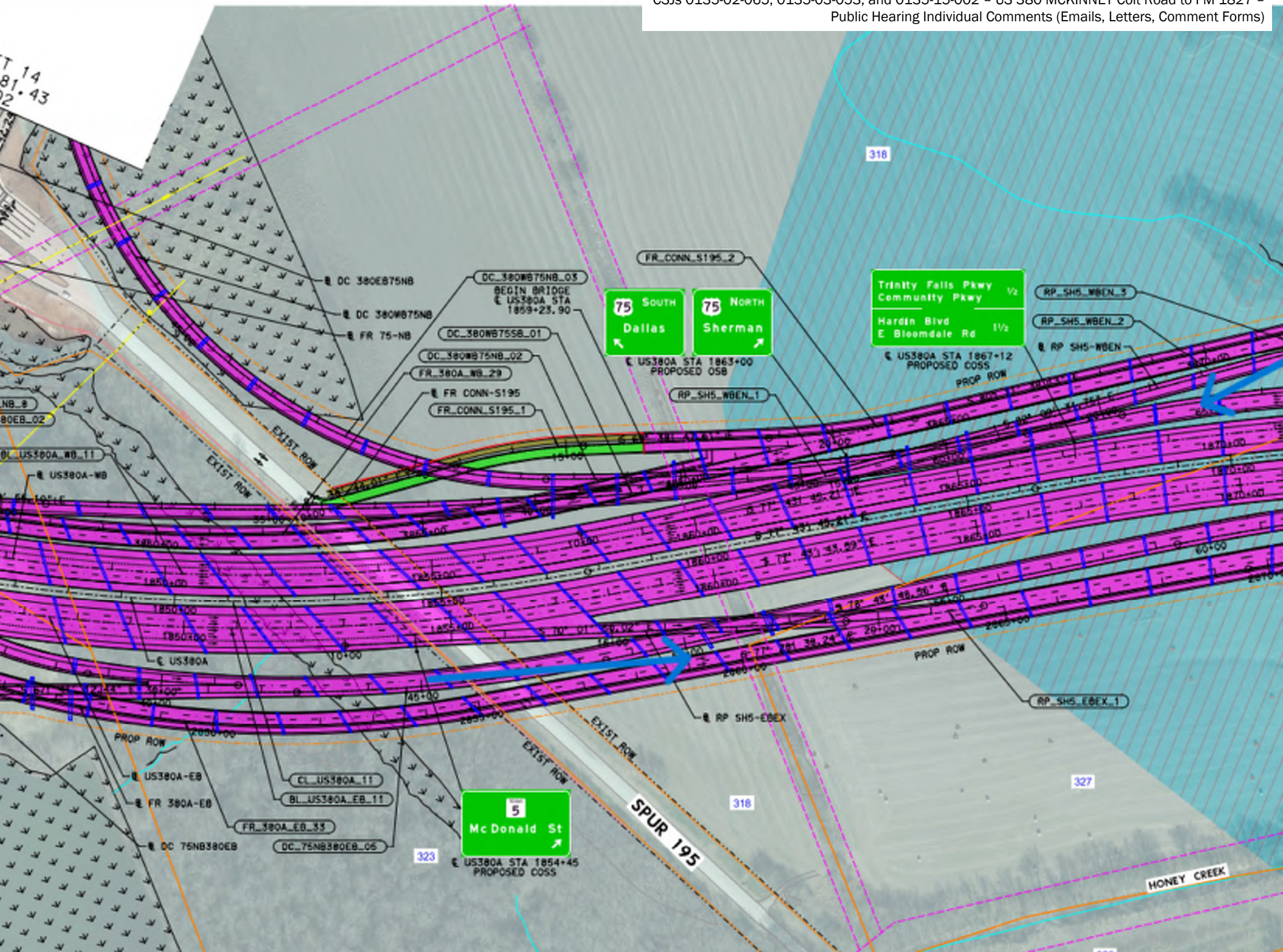
**From:** Salam, Leticia [REDACTED]  
**Sent:** Wednesday, March 15, 2023 9:54 AM  
**Subject:** Please send before April 5th - Oppose Segment C (Catastrophe)

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.

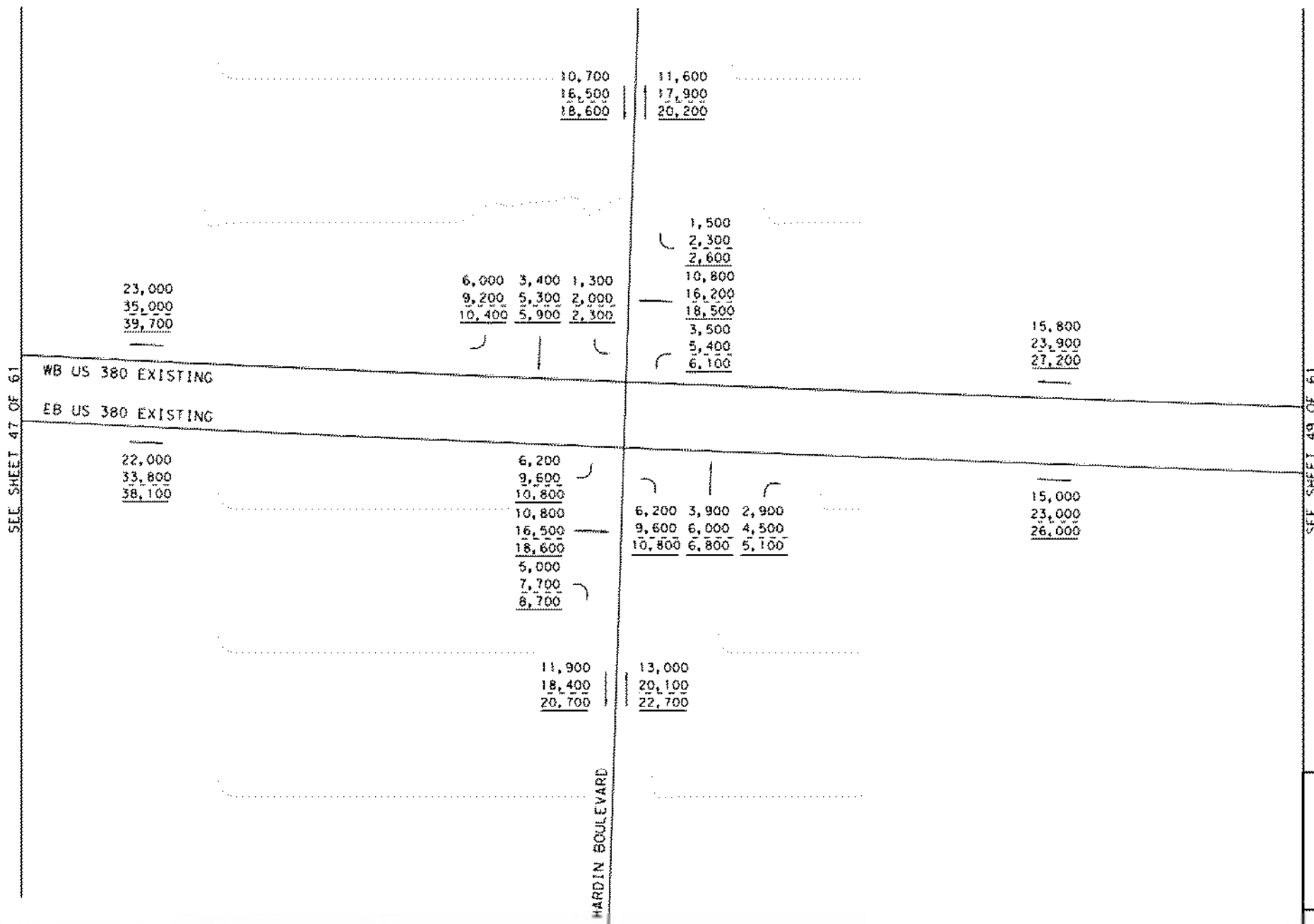
- **Severely damages one of the largest remaining forests in central Collin County**
- **Destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.**
- **Disturbs the wetland that serve as refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.**
- **Eliminates a large area of suitable habitat for endangered/threatened species.**
- **Affects and displaces 383% more homes (29 vs. 6), 300% more businesses (16 vs. 4), and more community resources.**
- **Strongly opposed by Texas Parks and Wildlife**

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SEE SHEET 47 OF 61

SEE SHEET 49 OF 61

HARDIN BOULEVARD

LEGEND	
XXXX-	2030 AVERAGE DAILY TRAFFIC VOLUMES
-XXXX-	2050 AVERAGE DAILY TRAFFIC VOLUMES
-XXXX-	2060 AVERAGE DAILY TRAFFIC VOLUMES

NOT TO

NOT INTENDED FOR BIDDING OR PERFORMANCE. DRAWING SERIAL NUMBER...

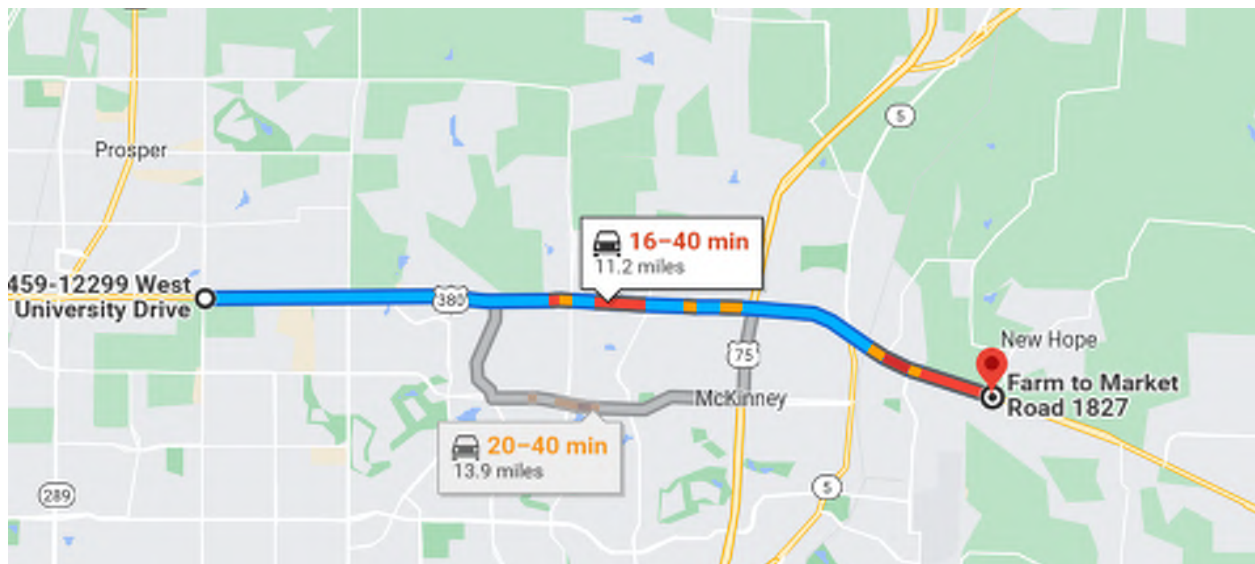
EXISTING HARDIN AVERAGE DA

**Kimley**

0135-02-065, ETC.

One of the objectives of this project is to reduce the flow of traffic on current US 380 and improve safety. It seems that the proposed US 380 freeway did provide extra capacity for east-west movement, but the situation on current US 380 will not improve based on traffic projection data. See image below of existing US 380 projection at Hardin Blvd (Taken from DEIS Appendix I, Gold Alternative, Sheet 48 of 61). The AADT projected west of Hardin Blvd will still be closed 50,000 vpd. And if you look at the count stations on US 380 near that location, it is about 52,000 vpd in 2019. Everyone along that corridor knows that currently it is very congested with this level of traffic. Other locations are better than at Hardin, but you will find that the traffic on US 380 will grow back to its current level near 50,000 vpd between Ridge Rd and US 75 sometime between 2030 to 2050. The shift doesn't seem that effective in re-routing traffic given that there are many establishments and neighborhoods along US 380. Before you could reach year 2050, the current US 380 will revert back to what it is today without much improvement on local traffic nor on safety.

Google map shows that using the current US 380, it will take 16 minutes minimum to travel between project limits. I will assume the free flow travel time is about 16 minutes. From the public meeting material, the preferred alternative (Seg A-E-C) will be about 15.8 miles and with a free flow travel speed of 75 mph, it will take about 13 minutes to travel between limits. During off-peak periods, this improvement in travel time does not seem that appealing.



Also, the total bridge length for the preferred alternative (Seg A-E-C) is 22.92 miles according to the provided material. I am surprised that the elevated freeway alternative was never mentioned in the feasibility study and in alternative study. The total length of the US 380 is 11.2 miles, and if you could fit piers on existing ROW, the total bridge length may be about 22 miles or less considering you could expand ROW and build at-grade in some segments.



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**Comments:** We need a sound barrier  
You are distracting our way of  
life.  
The least you can do is  
protect us from the noise.  
Our home has a red dot on  
top, it will be affected by it  
no wall is program.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Lidia Veb

Address: Linehan Lane Mckinney

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: 75071



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**Comments:**

Please reconsider the switch from D segment to C segment. Section C is too environmentally important, disrupts too many homes and businesses. There are important businesses that will be displaced. A lot of people are very upset about the sudden switch to C. Please consider how many people and significant wildlife areas that will be hurt, displaced, damaged or destroyed by C.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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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**Please Print**

Name: Lillie Miller

Address: 5 Shadybrook Circle

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Melissa, TX 75454

**From:** Linda Generazio [REDACTED]  
**Sent:** Wednesday, March 8, 2023 1:01 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Linda A. Generazio

**From:** [REDACTED]  
**Sent:** Thursday, April 20, 2023 9:04 AM  
**To:** Stephen Endres  
**Subject:** 380 Expansion - Comments and Questions  
**Attachments:** [Comments on 380 project 04-19-23.pdf](#)

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.

Hello Mr. Endres,

I am a homeowner in Tucker Hill. Please see my notes and questions regarding the 380 expansion project; I would love to meet in person, by phone, or read your responses via email.

Thank you,

Linda Beene

*Linda C. Beene CPA, LLC*

6841 Virginia Pkwy, Ste 103-445  
McKinney, TX 75071

T: 469-450-8056

F: 972-709-4391  
[REDACTED]

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Linda G. Clough  
7312 Easley Dr  
McKinney, TX 75071

April 18, 2023

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e. TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:



- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber

MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

## **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

## **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

## **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely

blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during

construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

## “NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Linda

Linda G. Clough

## Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review\\_2011\\_The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board\\_2014\\_Policy Brief\\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis\\_2015\\_Policy Brief\\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

Case Studies & TxDOT Publications



1. [Air Alliance Houston\\_2019\\_Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston\\_2022\\_Why are we still building highways?](#)
3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation\\_2022\\_In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters\\_2021\\_Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022\\_'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times\\_2022\\_Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT\\_2023\\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT\\_2018\\_Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian\\_2022\\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik\\_2022\\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory\\_2017\\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research\\_2012\\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives\\_2023\\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian\\_2019\\_Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest\\_2019\\_Air Pollution and Noncommunicable Diseases](#)
3. [PNAS\\_2018\\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution\\_2008\\_Human health effects of air pollution](#)

5. [Environmental Health Perspectives\\_2007\\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine\\_2015\\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology\\_2008\\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives\\_2016\\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives\\_2010\\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)
10. [Environmental Pollution\\_2017\\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives\\_2009\\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity\\_2016\\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives\\_2006\\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian\\_2019\\_Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal\\_2019\\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian\\_2019\\_Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility\\_2019\\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility\\_2018\\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian\\_2018\\_Air pollution particles found in mothers' placentas](#)
20. [The Guardian\\_2018\\_Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS\\_2018\\_The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian\\_2017\\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ\\_2017\\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian\\_2017\\_Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian\\_2018\\_Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet\\_2019\\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian\\_2017\\_How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian\\_2018\\_Childhood obesity linked to air pollution from vehicles](#)

29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)
35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)

53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire-road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)

12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)
19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)

11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)
17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health.](#)
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Linda Clough  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: Highway 380 EIS Comment Period

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** Linda Clough [REDACTED]  
**Sent:** Monday, March 13, 2023 2:41 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>; Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Highway 380 EIS Comment Period

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, I would like to formally request an extension of the comment period as we need more time to assess the impact and possible mitigation measures that can be taken to protect Tucker Hill, as well as, other neighborhoods and businesses affected by Segment A.

Linda Clough  
7312 Easley Dr  
McKinney, TX 75071

**From:** Lindalouise De Mattei [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:21 PM  
**To:** Stephen Endres  
**Subject:** US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment

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.

### **US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment**

Hello,

I would like to express my support for the “ Blue Alignment” as shown on the latest DEIS at it adequately addresses the environmental, social and engineering requirements of the project.

Sincerely,

Linda Louise White De Mattei  
300 Yosemite Drive  
Prosper, TX 75078-9071



**From:** Lindsay Hines [REDACTED]  
**Sent:** Thursday, March 9, 2023 11:28 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Lindsay Hines [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:03 PM  
**To:** Stephen Endres  
**Subject:** Subject line: NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Lindsay Hines

**From:** lindsay rose [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:10 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 Stephen Endres  
TX DoT

Good afternoon

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, TxDOT has an existing option, Segment B, that will cost approximately \$69 million less, reduce the unplanned tax burden on McKinney residents, will not destroy 27 businesses and 2 homes. Segment A is not only financially irresponsible but it hurts the 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely  
Lindsay Rose

Sent from my iPhone

**From:** Lindy Cowan [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:05 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Lindy Cowan

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, March 3, 2023 1:45 PM  
**To:** Lisa Bradley [REDACTED]  
**Subject:** RE: 380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Lisa Bradley [REDACTED]  
**Sent:** Wednesday, March 1, 2023 6:23 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 bypass

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.

I am adamantly opposed to option A.  
Lisa Bradley  
7804 Purple Martin Way  
McKinney

**From:** kellymdw [REDACTED]  
**Sent:** Thursday, March 16, 2023 3:34 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Lisa Kelly

**From:** Lisa Quartararo [REDACTED]  
**Sent:** Friday, March 10, 2023 1:21 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you!  
Lisa Quartararo

Sent from my iPhone

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 13, 2023 9:12 AM  
**To:** Liz Cena [REDACTED]  
**Subject:** RE: US380 from Coit to FM 1827

Your comments will be added to our public hearing summary.

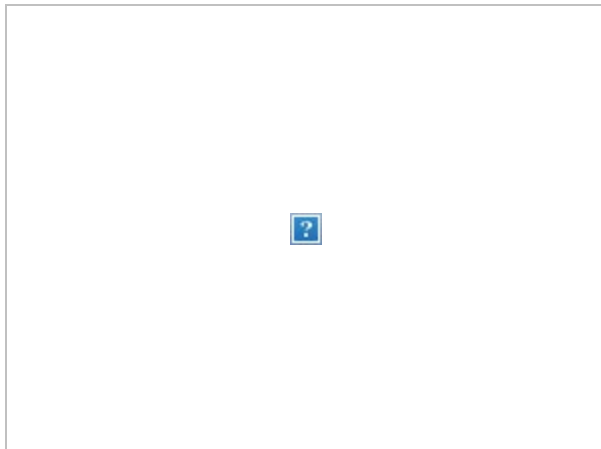
Stephen Endres  
214-320-4469

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**From:** Liz Cena [REDACTED]  
**Sent:** Saturday, February 11, 2023 6:46 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380 from Coit to FM 1827

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.

Please support Route D as a better choice for the highway ROW because it doesn't disturb as much wetland and forest and disrupts far fewer homes and businesses.





**From:** Liz Warren [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:42 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Warm Regards,

Liz Warren, PhD

Sent via the Samsung Galaxy S22 Ultra 5G, an AT&T 5G smartphone  
Get [Outlook for Android](#)

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:30 PM  
**To:** Liz Warren [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Liz Warren [REDACTED]  
**Sent:** Friday, February 24, 2023 8:13 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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 Evening,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Warm Regards,

Liz Warren, PhD

Sent via the Samsung Galaxy S22 Ultra 5G, an AT&T 5G smartphone  
Get [Outlook for Android](#)

---

A Texas Department of Transportation message



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:30 PM  
**To:** Liz Warren [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Liz Warren [REDACTED]  
**Sent:** Friday, February 24, 2023 8:14 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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 Evening,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Warm Regards,

Liz Warren, PhD

**From:** Lois Hanson [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:59 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, YES to Segment B

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.

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Colt Road to FM 1827.

Sincerely,  
Lois Hanson

Sent from my iPad

**From:** Lori Ellis, PhD [REDACTED]  
**Sent:** Wednesday, March 29, 2023 9:57 AM  
**To:** Stephen Endres; [REDACTED]  
[REDACTED]  
**Subject:** Support Bypass Segment D

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.

I am respectfully asking you to revert TXDOT's bypass segment choice from C to D, and preserve our truly unique and beautiful area of forest and farm community.

- C destroys far more forest, woodlands, grasslands, and prairie.
- C affects and displaces many more homes, businesses, and community resources.
- C negatively impacts the wetland that serves as a refuge for such species as river otters, beavers, migratory birds and more.
- C will divide this special residential and farming/ranching community.

We would greatly appreciate your voicing opposition to Segment C and supporting D.

Sincerely,  
Lori L. Ellis

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Monday, February 20, 2023 8:55 AM  
To: Lori Snyder [REDACTED]  
Subject: RE: Opposition to route C

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Lori Snyder [REDACTED]  
Sent: Friday, February 17, 2023 6:21 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Opposition to route C

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 am a long time resident of Collin County and I oppose route C and the bypass in McKinney all together but I'm sure the TXdot will go ahead with something because they care nothing about the residents of this area, their homes, their livelihoods, wildlife or the forests and woodlands.

I OPPOSE ROUTE C , the FM2933 portion and #416 & #420.

Sincerely,

Lori Snyder

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 3, 2023 3:43 PM  
**To:** Williams, Loukisha [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing US380 From Coit Road to FM 1827 CSJs: 0135-02-065, 0135-03-053, 0135-15-002 Collin County, Texas

We will place your response in the public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Williams, Loukisha [REDACTED]  
**Sent:** Friday, February 3, 2023 3:33 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** [REDACTED]  
**Subject:** Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing US380 From Coit Road to FM 1827 CSJs: 0135-02-065, 0135-03-053, 0135-15-002 Collin County, Texas

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.

Texas Department of Transportation  
Stephen Endres  
4777 US Highway 80 E  
Mesquite, TX 75150



Dear Mr. Endres,

Thank you for contacting FEMA for information in reference to your questions pertaining to Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing US380 From Coit Road to FM 1827 CSJs: 0135-02-065, 0135-03-053, 0135-15-002 Collin County, Texas request for information. Please review our attached response.

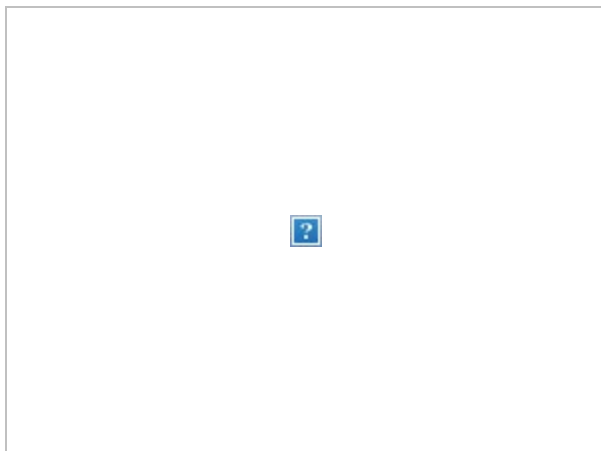
**Loukisha Williams**

Program Support Assistant

Floodplain Management & Insurance

Mitigation-Region 6

O: 940-383-7228      Mobile: (202) 258-3794



## U. S. Department of Homeland Security

FEMA Region 6  
800 North Loop 288  
Denton, TX 76209-3698



# FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY  
REGION 6  
MITIGATION DIVISION

**RE:** Notice of Availability of Draft Environmental Impact Statement and Notice of Public Hearing US380 From Coit Road to FM 1827 CSJs: 0135-02-065, 0135-03-053, 0135-15-002 Collin County, Texas

### NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

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We have no comments to offer.  We offer the following comments:

**WE WOULD REQUEST THAT THE COMMUNITY FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.**

#### Collin County, Texas

Tracy Homfield  
Assistant Dir of Engineering

4690 Community Avenue, Suite 200

McKinney, Texas 75071

(972) 548 – 3727  
(972) 548 – 5555

#### City of McKinney, Texas

W. Kyle Odom  
Engineering Env. Manager

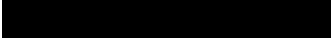
221 North Tennessee Street

McKinney, Texas 75069

(972) 547 – 7576

#### Town of Prosper, Texas

Dan Heischman  
Senior Engineer  
P.O. Box 307  
Prosper, Texas 75078

  
(972) 569 – 1096  
(972) 347 - 9006

---

REVIEWER:

*Loukisha Williams*  
Floodplain Management and Insurance Branch  
Mitigation Division  
(940) 383-7228

DATE: 01/31/2023

**From:** Lucinda Schnitker [REDACTED]  
**Sent:** Tuesday, March 28, 2023 6:28 PM  
**To:** Stephen Endres  
**Subject:** no to segment A

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.

No to segment A. It is too close to my home in Stonebridge!  
Thank you

Sent from my iPhone

**From:** Lynda morrison [REDACTED]  
**Sent:** Wednesday, March 8, 2023 4:07 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you, Lynda Morrison

Sent from my iPhone

**From:** Lynda morrison [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:52 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 3:20 PM  
**To:** bill terrell [REDACTED]  
**Subject:** RE: 380

Your comments will be added to the public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** bill terrell [REDACTED]  
**Sent:** Monday, March 6, 2023 1:53 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 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,

I support Segment A of the 380 Bypass. I was unable to attend the latest meeting to view the schematics. However, I reviewed your material online and I do have a few concerns about the 380/Custer intersection. It seems that if you are going east on the 380 service road, approaching Custer from the west, in order to continue east to cross Custer, it is necessary to go on the elevated portion of the service road. You can only turn left or right at the intersection. In addition, I haven't figured out how you can exit the Walmart parking lot and have access to the elevated portion of the service road to go east on 380.

Also, if you are on Custer, traveling north or south, going under the 380 overpass, you have a crisscross pattern of traffic. This whole intersection just seems unnecessarily complicated for the average driver. The Alternative Plan for the 380/Custer intersection seems much simpler and easier to navigate. I hope you will implement the Alternative Plan.

Regards,

Lynette Terrell  
8564 CR 858  
McKinney, TX 75071  
(Walnut Grove)  
214-491-1833

[Sent from Yahoo Mail for iPad](#)

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A Texas Department of Transportation message





**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Wednesday, February 22, 2023 1:37 PM  
**To:** Lynn Kiefer [REDACTED]  
**Subject:** RE:

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Lynn Kiefer [REDACTED]  
**Sent:** Tuesday, February 21, 2023 4:10 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:**

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.

I understand that changes to 380 are necessary but I request that an alternative be found to Route C. One ranch involved in the Route C option would lose part of their livelihood (the ability to grow grass for hay to feed animals) as well as the ability to continue community use as a galloping trail and lessons for at risk teens (and others). Thank you for reading. Please listen to those who are emailing and show interest at in person meetings and opt for another solution.

Sincerely,  
Myra Lynn Kiefer

**From:** Lynn Schultz [REDACTED]  
**Sent:** Thursday, April 6, 2023 4:16 PM  
**To:** [REDACTED] Stephen Endres  
**Subject:** Support By-Pass Segment D

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.

I am respectfully asking you to change TXDOT's bypass segment choice from C to D, and preserve our truly unique and beautiful area of forest and farm community.

- C destroys far more forest, woodlands, grasslands, and prairie.
- C affects and displaces many more homes, businesses, and community resources.
- C negatively impacts the wetland that serves as a refuge for such species as river otters, beavers, migratory birds and more.
- C will divide this special residential and farming/ranching community.

We would greatly appreciate your voicing opposition to Segment C and supporting D.

Thank you.

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:36 PM  
**To:** Lynn Swearingen [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Lynn Swearingen [REDACTED]  
**Sent:** Friday, February 24, 2023 9:13 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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 evening,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Lynn Swearingen

[Sent from AT&T Yahoo Mail for iPhone](#)

**From:** Lynne Weinberger [REDACTED]  
**Sent:** Thursday, March 9, 2023 10:33 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Thank goodness there's a Plan B! As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.  
Sincerely,

***Lynne Weinberger***

Lynne Weinberger  
[REDACTED]

972.741.8619

Sent from my Smith-Corona - circa 1974.

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Monday, February 20, 2023 4:15 P CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –  
To: M H [REDACTED] Public Hearing Individual Comments (Emails, Letters, Comment Forms)  
Subject: RE: Bypass 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: M H [REDACTED]  
Sent: Monday, February 20, 2023 12:39 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Bypass 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.

Hi, I'm a McKinney resident & I do not support route C of the 380 bypass. Please reconsider

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Thursday, February 23, 2023 9:05 AM  
To: M Ramirez [REDACTED]  
Subject: RE: 380 bypass route proposals

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: M Ramirez [REDACTED]  
Sent: Wednesday, February 22, 2023 10:31 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: 380 bypass route proposals

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,

Good evening. I was unable to make the meeting last night on the proposed frontage bypass for 380 but I would like to voice my support for proposed Route D.

Route D disturbs fewer households, which is highly impactful in the current market, and pastureland, some of which houses a community resource for events, recreation, and equine therapy. Route D incorporates flood plain lands that are difficult to develop and at the same time preserves one of the largest forested areas in the county. These green areas are part of what attracts new residents, many of whom are seeking to leave deforested urban areas.

Route C not only disturbs more endangered habitats, it negatively impacts 3x more businesses. This, in turn, has strong potential to reduce sales tax revenue on all levels.

I appreciate your time and hope that you have a good week.

Regards,

Melissa Ramirez

**From:** Macy Moses [REDACTED]  
**Sent:** Monday, April 17, 2023 4:37 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Comment

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.

To whom it may concern,

I am a current resident of Tucker Hill. Tucker Hill is a front-porch community, meaning that the majority of us, as residents, spend a lot of time outdoors. I am concerned about how the air quality will be affected by this new bypass. I do not feel this concern was adequately addressed in the study...has TxDOT studied the full impact on air quality both during and after construction? Where were your air quality monitors located in or near our neighborhood, specifically?

In addition, I am concerned regarding safety during and after construction. I do NOT feel that this was adequately addressed in the study...specifically how access to our neighborhood will be affected during and after construction. Was the safety of the turns assessed during a comparison of A to B?

Ultimately, I strongly object to the proposed shift of the A alignment to the west. This will create a detrimental effect for current and future residents of Tucker Hill. I do not feel that TxDOT has any concern for the well being of the residents of our community.

Is it true that TxDOT's own findings concluded that segment B would displace fewer current homes and current businesses than segment A? Is it true that TxDOT's own findings concluded that segment B would have less of an environmental impact than segment A? Is it also true that TxDOT's own findings concluded that segment B would be significantly less expensive to construct than segment A? Therefore, is it true that TxDOT concluded that segment A was the preferred route option even though this decision is in direct conflict with many of your own findings?

Sincerely,

Macy Moses

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 9:57 AM  
To: Elle Walsh [REDACTED]  
Subject: RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Elle Walsh [REDACTED]  
Sent: Saturday, February 25, 2023 4:30 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: NO to Segment A, YES to Segment B

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.

Comment: NO to Segment A, YES to Segment B

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

I just don't understand how a proposition that has been thoroughly argued against, destroys a ton of wild life habitats, as well as small businesses and disrupts homes could be picked as the best option. As an educated thinker it does not make any sense and makes me wonder if this was a political decision instead of a decision that has been researched to find the best course of action.

Again, as a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.



Maddy & Landon Walsh

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cb509ae348b3a4e590bca08db19a532a2%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C638131969523351848%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=fIU7ii1w2NLxOAwL0tiKkDx6ge3rQVgCCM%2F0iP5S%2BaU%3D&reserved=0>>

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 4:36 PM  
To: Madhu Nadipelli [REDACTED]  
Subject: RE: 380 expansions - NO to A and yes to B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Madhu Nadipelli [REDACTED]  
Sent: Friday, February 24, 2023 9:27 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 expansions - NO to A and yes to B

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C2556bd03c95640cd784908db19e159de%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132227879486423%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C&sdata=adQ8R0zaGIKiL35i3YhcwrDdS6OblpXMxoi7S3SY2vM%3D&reserved=0>>



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Would like a copy of section (E) 380 proposed for Heatherwood HOA (LAKE FOREST / BLUEWOOD)

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: MAGAN TYLER

Address: 5101 PINEWOOD DR MCKINNEY TX 75071

Apartment, suite, etc.: MaganT2013@gmail.com

City/State/Zip: \_\_\_\_\_



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

While I understand the need for  
progress and keeping up with our  
growing population, I believe decisions  
should be made that are least  
disruptive to existing homes + businesses.  
Preserving forests + woodlands as much  
as possible is also important.  
I support Segment D

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Magdalena Bayle

Address: 816 Habitat Trail

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney TX 75071

**From:** [REDACTED]  
**Sent:** Tuesday, March 28, 2023 6:37 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

I am a Stonebridge resident and I vote NO on the segment A 380 bypass.

Major Jordan

[Sent from AT&T Yahoo Mail for iPhone](#)

**From:** Manahil R. Malik [REDACTED]  
**Sent:** Tuesday, March 14, 2023 1:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Manahil R. Malik

**From:** maneesh m [REDACTED]  
**Sent:** Monday, March 13, 2023 4:22 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Marcia Carson [REDACTED]  
**Sent:** Monday, April 17, 2023 10:43 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone



**From:** Mardie Hinkley [REDACTED]  
**Sent:** Wednesday, March 22, 2023 8:16 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass NE McKinney Oppose C (Catastrophe) and Support D (Decent)

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.

Hello,

We wish to voice our opposition to segment C on the Blue and Brown alternatives of the 380 Bypass routes. Though this graphic shows the route just touching a corner of our friend's property where my grandnephew and sister keep their bees, it passes very close to or through the homes of several of other neighbors. We could however support segment D on the purple and gold routes. This segment appears to displace fewer homes.

[http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc\\_US380\\_Roll%20Plot%201.15.2021.pdf](http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc_US380_Roll%20Plot%201.15.2021.pdf)

Sincerely,  
Mardie Hinkley of Boston MA,  
Sister of Maureen Hinkley of McKinney, TX 75071

Mardie Hinkley, M.Ed., PMC  
*Early Education Entrepreneur, Leader, Advocate & Consultant*  
[www.linkedin.com/in/educationpolicyleadershipmontessorimardiehinkley](http://www.linkedin.com/in/educationpolicyleadershipmontessorimardiehinkley)

**From:** Maggie Bahe [REDACTED]  
**Sent:** Wednesday, March 29, 2023 7:59 AM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Margaret Bahe

Name: [Redacted]  
Email: [Redacted]  
Address: [Redacted]  
Your comments will be added to our public hearing comments.  
Name: [Redacted]  
Email: [Redacted]  
Address: [Redacted]











**From:** Margie Wilkes [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:58 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Margie Wilkes

Sent from my iPhone

**From:** Margo Lerner [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:41 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Margo Lerner  
7417 Nabors Lane  
McKinney, TX 75071  
972-213-6110  
Resident of McKinney since 2004

**From:** Marie Wilson [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:42 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPad



**From:** Marilyn Semrad [REDACTED]  
**Sent:** Monday, March 27, 2023 7:26 AM  
**To:** Stephen Endres  
**Subject:** Support plan D

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.

**Subject: Support plan D**

Plan D is the obvious best choice for the McKinney US 380 bypass. Why is Plan C even being considered?

Marilyn Semrad

Sent from my iPhone

**From:** Margie Wilkes [REDACTED]  
**Sent:** Monday, April 17, 2023 5:30 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Marjorie Wilkes  
1313 Hidden Meadow Road  
McKinney TX 75072

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:29 PM  
**To:** Mark and Jennifer DeLano [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Mark and Jennifer DeLano [REDACTED]  
**Sent:** Friday, February 24, 2023 6:21 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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 evening,

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thanks!

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:00 AM  
**To:** Mark Criss [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Mark Criss [REDACTED]  
**Sent:** Saturday, February 25, 2023 3:40 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

Stephen,  
As a homeowner and citizen of McKinney, TX. for 19 years, we strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.  
Sincerely,  
Mark and Pam Criss  
1204 Thornberry Drive  
Mckinney TX 75071

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:56 AM  
**To:** Mark DeLano [REDACTED]  
**Subject:** RE: NO to segment A, Yes to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Mark DeLano [REDACTED]  
**Sent:** Sunday, February 26, 2023 7:43 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to segment A, Yes to Segment B

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 evening,

As a homeowner and citizen of McKinney, TX for over 20 years, **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. This is only if we can't just build 380 on 380. Why can't we do that?

The citizens of McKinney should not be made to suffer for TxDOT's lack of action when it comes to keeping up with growth. They knew that this would be an issue but still never acted. They could have avoided this if they would have moved to improve the hwy 10 years ago. Now citizens are being affected terribly. It may cost more but I vote to build through 380 all the way to US 75. It's a hwy. Those on the hwy knew what it was and took a risk building there. In contrast, people out in the pastures never expected to get a hwy through their land. Let those who took the risk pay. Not those who were just trying to make a life and a home.

Let's not decide this based on money. Let's decide based on right and wrong. It's a hwy and has been for a very long time.

---

A Texas Department of Transportation message



**From:** Mark Jenn Watjen [REDACTED]  
**Sent:** Wednesday, April 5, 2023 12:59 PM  
**To:** Stephen Endres  
**Subject:** COMMENT PERIOD EXTENDED: US 380 from Coit Road to FM 1827

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 hope you are having a wonderful day.

I live in Princeton and, frankly, this prospective road seems like a waste of time, effort and money. A northern route around McKinney, from Princeton, is not a solution to our traffic congestion. Myself and many of my neighbors are going to go West on 380 (towards McKinney) but turn south towards 121 to go West or South on 75. Additionally, most people coming to Princeton are going to come from 121 or 75 North and not heading east on 380. The best solution I have seen, from a Princeton perspective, is a 380 to HWY 5 connection. My apologies for not having a reference link, but you may know more about that than I do.

Thank you for your time and consideration. If you have any questions, please let me know.

Mark S. Watjen

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:30 PM  
**To:** Marlon Monsalve [REDACTED]  
**Subject:** RE: Comment: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Marlon Monsalve [REDACTED]  
**Sent:** Friday, February 24, 2023 8:46 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Comment: NO to Segment A, YES to Segment B

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Marlon Monsalve



**From:** Marshall Wright [REDACTED]  
**Sent:** Friday, March 10, 2023 8:44 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, YES to Segment B

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Marshall Wright

**From:** Martha Doose [REDACTED]  
**Sent:** Thursday, March 23, 2023 9:29 PM  
**To:** Stephen Endres  
**Subject:** 380 McKinney Bypass

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 Project Manager,

Please know that I, as well as many neighbors and other neighborhood residents are choosing to OPPOSE using Segment C of the 380 bypass and prefer Segment D because D impacts fewer residents.

Please consider the ramifications involved when you are going forward with this project. . Always put yourself in the residents situation as if it were your own.

Thank you in advance for your consideration.

Martha Doose  
3003 Crossing Dr.  
Anna, TX 75409



Virus-free. [www.avg.com](http://www.avg.com)

**From:** Ed Gistaro [REDACTED]  
**Sent:** Sunday, April 16, 2023 5:45 PM  
**To:** Stephen Endres  
**Cc:** Kim Carmichael; Amy Limas  
**Subject:** Re: 380 ByPass

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.

> On Apr 16, 2023, at 5:39 PM, Ed Gistaro [REDACTED] wrote:

>

> Mr. Endres,

>

> I lived in San Antonio during the widening of IH10. As bad as it was, it did not compare to what happened when completed. You see, the widening ended at a two lane bridge at Camp Bullis Road. Talk about a nightmare congestion.

>

> Now, my question to you is why does the bypass have eight lanes?

>

> 1. Since growth is headed up 75 north from 380, isn't it in the cards to build another east/west route in that direction?

>

> 2. I envision the same merging nightmare when the eight lane bypass and frontage roads merge with existing six lanes.

>

> 3. If there is a need for eight lanes, especially further west, wouldn't a six lane bypass merging further west near Custer into an eight lane be just as advantageous and displace fewer homes and businesses.

>

> Seems to me if you are dead set on spending more than Option A and also imperiling lives too, this might cause a bit less of each.

>

> I bought my home thinking that, as a now 84 year old widow, I would be comfortable knowing a medical complex was just down the street with minimum time to get there. Also, as a front porch community, I very much enjoy being outside listening to birds, breathing clean air and conversing with neighbors who pass by. Too bad you can't guarantee that will continue with construction, air and noise pollution.

>

> If east/west traffic flow is so important, why didn't you widen 121 to eight lanes? That certainly would have impacted homes and businesses very little. To swing the bypass as far north as it will be, why not swing it south to join 121 instead?

>

> Please explain the logic of the options as they stand today.

>

> Sincerely,

> Martina Gistaro

**From:** Ed Gistaro [REDACTED]  
**Sent:** Sunday, April 16, 2023 5:40 PM  
**To:** Stephen Endres  
**Cc:** Caeson.Clemems@txdot.gov; Kim Carmichael; Amy Limas  
**Subject:** 380 ByPass

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 lived in San Antonio during the widening of IH10. As bad as it was, it did not compare to what happened when completed. You see, the widening ended at a two lane bridge at Camp Bullis Road. Talk about a nightmare congestion.

Now, my question to you is why does the bypass have eight lanes?

1. Since growth is headed up 75 north from 380, isn't it in the cards to build another east/west route in that direction?
2. I envision the same merging nightmare when the eight lane bypass and frontage roads merge with existing six lanes.
3. If there is a need for eight lanes, especially further west, wouldn't a six lane bypass merging further west near Custer into an eight lane be just as advantageous and displace fewer homes and businesses.

Seems to me if you are dead set on spending more than Option A and also imperiling lives too, this might cause a bit less of each.

I bought my home thinking that, as a now 84 year old widow, I would be comfortable knowing a medical complex was just down the street with minimum time to get there. Also, as a front porch community, I very much enjoy being outside listening to birds, breathing clean air and conversing with neighbors who pass by. Too bad you can't guarantee that will continue with construction, air and noise pollution.

If east/west traffic flow is so important, why didn't you widen 121 to eight lanes? That certainly would have impacted homes and businesses very little. To swing the bypass as far north as it will be, why not swing it south to join 121 instead?

Please explain the logic of the options as they stand today.

Sincerely,  
Martina Gistaro

**From:** Mary's Yahoo [REDACTED]  
**Sent:** Wednesday, March 15, 2023 8:41 AM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

As a homeowner and citizen of McKinney, Tx. I strongly OPPOSE the construction of segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understood TxDot has existing option, segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge ranch residents, Ridgecrest residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827, Sincerely, Mary Garcia

Sent from my iPad

**From:** Mary Ann Cowley [REDACTED]  
**Sent:** Wednesday, March 8, 2023 7:53 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Mary Ann Cowley  
McKinney resident since 1996

**From:** Mary Ann Pierce [REDACTED]  
**Sent:** Sunday, April 2, 2023 1:45 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

I don't care how much money the Darlings have paid to get Segment A  
Passed, we all know this is disgraceful!

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Mary Ann Pierce  
Sent from [Mail](#) for Windows

As a McKinney resident, I find that TXDOT's recommendation of Segment A over Segment B ignores the findings of the environmental study, applies criteria to support this decision inconsistently, is fiscally irresponsible to the taxpayers and places an unsupportable financial burden on the City of McKinney and its taxpayers.

**Findings of the Environmental Impact Study should have led to selection of Segment B.**

- No businesses displaced, rather than 15 current businesses displaced in Segment A.
- 2 rather than 7 major utility conflicts in Segment A
- No hazardous material sites impacted, rather than 2 in Segment A.
- Nearly twice the impact to rivers and streams; ½ mile vs. 1 mile
- Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years.

**Segment B saves over \$150 million dollars for Collin County Taxpayers vs. Segment A**

- \$153M in right of way costs, rather than \$198M in Segment A.
- \$25M in utility relocation costs, rather than \$75 in Segment A.
- \$588M in design and construction costs rather than \$608M in Segment A.
- \$40M savings in utility relocation for the City of McKinney.

**TXDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted.**

- The design updates to Segment B have fully mitigated any impact to ManeGait
- TXDOT has received a copy of a study from Shea Center & Dreamcatchers, California service ranch with a similar project that impacted their area which found there was minimal impact.
- TXDOT has said that Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act"

**Priority has not been given to safety and the increased risk of fatal accidents**

- Segment A contains two 90 degree turns with a change of grade which will present a greater risk of fatal accidents.
- TXDOT did not reveal the comparison between fatality analysis for Segment A & B

**Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns.**

- According to TXDOT, 26,000 work zone crashes in 2021 resulted in 244 deaths.
- The extended construction time required to regrade the existing road bed will increase the disruption to existing traffic for several years of construction.

**Criteria used to support Segment selection was not applied consistently. The criteria applied to recommend Segment C, would conclude Segment B is the preferred option.**

- C vs. D was compared based on objective cost data
- A vs. B comparison featured subjective measures, such as counting the number of comments submitted vs. objective facts

**The current TXDOT budget and plans do not include the mitigation measures necessary to address the impact of increased environmental and noise pollution, as well as concerning traffic hazards, for the current McKinney neighborhoods impacted by Segment A. In addition to the depressed roadway:**

- A sound wall across the full length of Tucker Hill property fronting 380 consistent with the character of the entry being removed and providing privacy from cut thru traffic.
- The extension of Stonebridge Drive and new entrance on Townsend Boulevard for Tucker Hill residents in the character of the current entrance at Tremont Boulevard.



**From:** Mary Blanchette [REDACTED]  
**Sent:** Wednesday, March 22, 2023 4:35 PM  
**To:** Stephen Endres  
**Subject:** I oppose using Segment C of the 380 bypass

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. Stephen Endres,

Please use the plans for the 380 bypass that impacts fewer residents, Segment D. I completely oppose the use of Segment C as it will cause the loss of the source of our honey which we use daily. The Borchard ranch is home to their beehives as well as my sister's hives. The bees will not stay so close to such a massive highway. Segment C will also displace a family that has been on their ranch for 4 generations.

Please consider the families and their livelihoods. Use Segment D and not Segment C for the 380 bypass.

Most Sincerely,  
Mary Blanchette

## TxDOT Public Comment

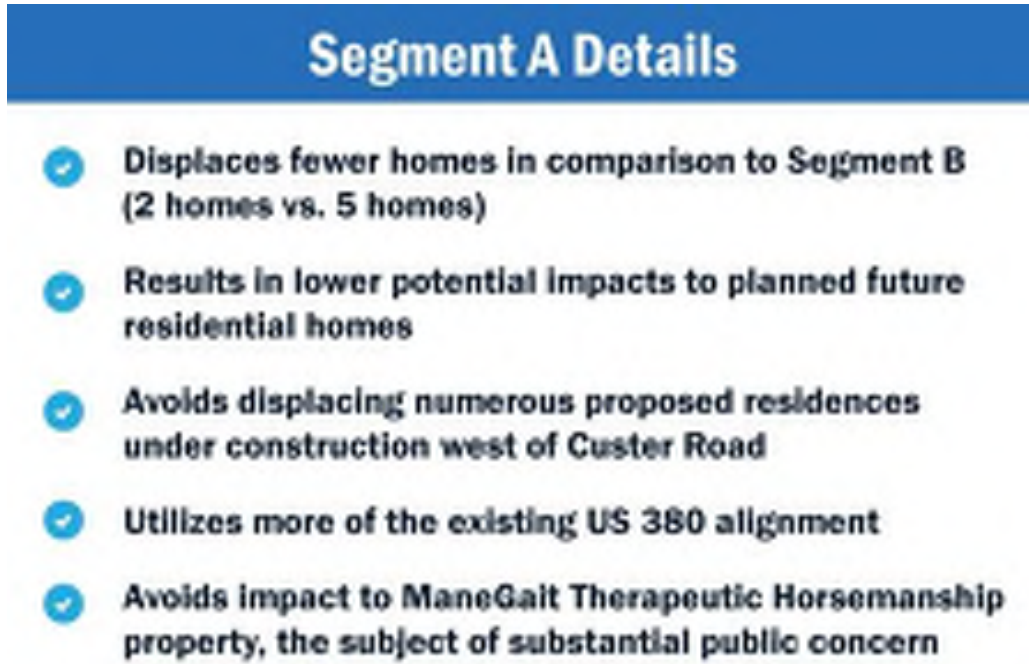
I am writing in opposition to the Blue (A-E-C) alignment and specifically to oppose segment C.

The Texas Department of Public Transportation (TxDOT) chose the Purple (A-E-D) alignment following their feasibility study. They continued to choose segment A after the Environmental Impact Study (EIS), however they changed from segment D to segment C. Given the reasons listed in the EIS for choosing Segment A, it does not make sense to have switched to segment C (instead of continuing to choose segment D).



Fig 1 above map from TxDOT EIS. [2023 US 380 EIS Keep It Moving Dallas.pdf](#)

The EIS highlights the following as reasons for choosing segment A over B:



*Fig. 2 above from Spring 2023 TxDOT EIS study.*

Of these reasons, the 2<sup>nd</sup>, 3<sup>rd</sup> and 5<sup>th</sup> reasons are not directly applicable to the choice between segments C and D. However, given as a whole, these 3 reasons also would lead to choosing segment C as they seem to prefer affecting less residents. There is not much, if any, planned housing developments along segment C, as the residents are just that – long term residents, not developers or investors, but families who have lived here many years and would like to continue living in our peaceful communities. In addition, the preponderance of public concern as evidenced in comments to TxDOT Feasibility report, attendance at TxDOT public meetings after the release of the EIS and attendance at the Collin County Commissioners Court meetings in Feb-March 2023 is opposed to Segment C.

The two remaining applicable reasons for having chosen segment A (vs. B) in the TxDOT EIS study are

- Displaces fewer homes.
- Utilizes more of the existing US 380 alignments.

If these same criteria were applied to the choice between segments C and D, it would follow that TxDOT should have chosen segment D. Fig 3 shows that Segment D displaces fewer homes (6 vs 8) and has much less residential property impact (2 vs 11) according to the TxDOT Feasibility report. Also, Segment C would absolutely utilize more of the existing US 380 alignment (see Fig 1). Also, as shown in Fig 6, the map-diagram at the bottom of this letter, these numbers are just the official “affected” homes and residential properties. There are actually many more negatively affected residents.

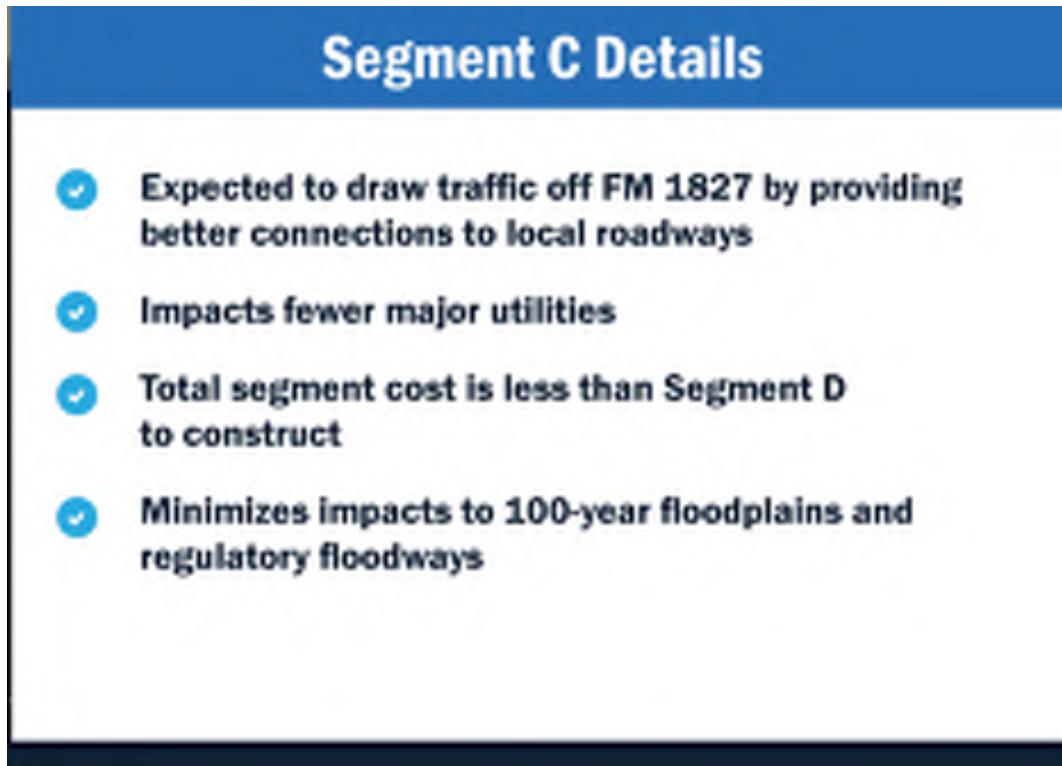
My question is: **Why were the same criteria not used equally on the East side (Segment C vs Segment D) as they were on the West Side (Segment A vs Segment B) of the US 380 bypass route decision?**

Evaluation Category	No Build	Red Alignment Option C	Red Alignment Option D
Number of Residential Property Impacts	0	11	2
Number of 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

March 2020

52

*Figure 3 above from March 2020 TxDOT Feasibility study (page 52).*



*Fig 4 above from Feb 2023 TxDOT EIS Study.*

**So, what are the reasons TxDOT gives for supporting Segment C as opposed to Segment D and are these valid and sufficient to support the choice of Segment C?**

*1) Expected to draw traffic off FM1827 by providing better connections to local roads.*

One has to only look at the map at the bottom of this letter (Fig 6) to see that these 2 roads, Segment C and FM 1827 do **not** travel in the same direction. Starting at the point where the 2 roads would intersect, Segment C goes in a Northwest direction and FM 1827 goes in a Northeast direction. Since the roads go in an almost 90-degree different direction, it is hard to see how Segment C will draw traffic off FM 1827. It is also important to note that Segments C and D intersect with FM 1827 at nearly the same location (Fig 1 &



Fig 7). So why is this a reason to choose segment C as opposed to segment D?

2) *Impacts fewer major utilities.*

These are the same number of utilities that were impacted when the Feasibility report recommended Segment D over Segment C.

3) *Total Segment Cost is less than Segment D to construct.*

This may be true, but should not be the deciding factor as this was known when the Feasibility report chose Segment D. The additional cost of Segment C above Segment D is \$176.4 million (\$960.6-\$784.2=\$176.4). Segment A was chosen over Segment B despite the increased cost of \$191.8 million – **a greater amount than the difference between C and D**. The total cost according to TxDOT's EIS is 3056.4M (Segments A + E + D is 957.8M + 1,138M + 960.6M = 3056.4M)

To put this in perspective, the additional cost of Segment D (vs C) is less than 6% of the total cost (176.4/3056.4 = .0577) or about the rate of inflation for a year. Costs stated are from the EIS report. See Fig 5.

4) *Minimizes impact to 100-year floodplains and regulatory floodways.*

Again, this was true when Segment D was chosen in the Feasibility report. What the choice of **Segment C** does is **maximize impact to homes, residents and properties**. See Map (Fig 6) attached that shows residences along Segments C and D.

\*All references to "with Spur 399 Extension connection" refer to impacts that would be caused should the separate Spur 399 Extension project be constructed.

SCREENING/ EVALUATION CATEGORY	SEGMENT A & SEGMENT A SHIFT* (SPUR ROAD TO SR 380/US 380) EST. ROAD TO SR 380/US 380 ROAD	SEGMENT B (SPUR ROAD TO SR 380/US 380) EST. ROAD TO SR 380/US 380 ROAD	SEGMENT E (SPUR ROAD TO SR 380/US 380) EST. ROAD TO SR 380/US 380 ROAD	SEGMENT C (SPUR ROAD TO SR 380/US 380) EST. ROAD TO SR 380/US 380 ROAD	SEGMENT D (SPUR ROAD TO SR 380/US 380) EST. ROAD TO SR 380/US 380 ROAD	NO-BUILD ALTERNATIVE (NO FUTURE) EST. ROAD TO SR 380/US 380	KEY TAKEAWAYS
<b>Induced Growth Cumulative Effects</b>  Induced Growth	Most of the remaining area is planned for agriculture and residential use with a mix of open space, high density, and medium density. McKinney Comprehensive Plan: The potential for induced growth is estimated to be 1,200 to 1,500 units per acre for a wide range of development densities. The City of McKinney, through its comprehensive plan, has established a goal of 120 units per acre for the proposed improvements.	The area along existing US 380 is designated as a highway corridor with a mix of medium density residential with some of the remaining area reserved for low-density residential. The City of McKinney, through its comprehensive plan, has established a goal of 120 units per acre for the proposed improvements.	Most growth along the alignment will be developed in a mix of medium density residential and medium density residential. The City of McKinney, through its comprehensive plan, has established a goal of 120 units per acre for the proposed improvements.	Remaining area is primarily open and undeveloped. Development is estimated to be 1,200 to 1,500 units per acre for a wide range of development densities. The City of McKinney, through its comprehensive plan, has established a goal of 120 units per acre for the proposed improvements.	Remaining area is primarily open and undeveloped. Development is estimated to be 1,200 to 1,500 units per acre for a wide range of development densities. The City of McKinney, through its comprehensive plan, has established a goal of 120 units per acre for the proposed improvements.	Future impervious would likely be reduced. Development is estimated to be 1,200 to 1,500 units per acre for a wide range of development densities. The City of McKinney, through its comprehensive plan, has established a goal of 120 units per acre for the proposed improvements.	Induced growth increases through what they call an increase and development could occur in the study area as a result of the proposed roadway and connectivity. The proposed project would provide, typically, induced development could be the development of gas stations, book stores, hotels, or commercial centers in the vicinity of a new interchange. Induced growth or development can have both positive and negative effects. It can have positive effects on local tax base and employment provided negative effects on congestion, traffic noise, and outdoor recreation.
<b>Cost</b>  Estimated Right of Way Cost + Estimated Cost to Relocate and Accommodate Utilities + Estimated Design and Construction Cost = Estimated Total Project Cost	Segment A & Segment A Shift \$241,000 \$241,000 \$241,000 \$241,000 \$964,000 \$964,000 Estimated Total	Segment B \$191,800 \$191,800 \$191,800 \$191,800 \$767,200 \$767,200 Estimated Total	Segment E \$220,000 \$220,000 \$220,000 \$220,000 \$880,000 \$880,000 Estimated Total	Segment C \$784,200 \$784,200 \$784,200 \$784,200 \$3,136,800 \$3,136,800 Estimated Total	Segment D \$960,600 \$960,600 \$960,600 \$960,600 \$3,842,400 \$3,842,400 Estimated Total	No-Build Alternative \$0 \$0 \$0 \$0 \$0 \$0 Estimated Total	Costs are generally higher on alternatives where TxDOT would have to relocate roads and/or move existing right of way around an alternative than are alternatives in the vicinity of the proposed roadway.  Costs for Segment A are higher than Segment B largely because it is nearly a mile longer and includes more ramps and interchanges. Though Segment B has a higher construction cost per mile due to more extensive lighting along the proposed roadway to mitigate impacts to floodplains and wetlands, a large portion of Segment B would be constructed on bridges and have minimal drainage facilities because TxDOT would not be required to construct drainage facilities on the bridges, right-of-way.

\*Note: All estimates are based on public information.

*Fig 5 above table from Feb 2023 EIS study.*

### **Community Impact:**

Our family, the Borchard family, have lived next to County Road 338 for over 25 years and our property will be directly impacted by the choice of Segment C. This area of Collin County is a small, though unincorporated unofficial community of friends and neighbors along CR 338. Segment C would run directly across 2 of our neighbors' homes, requiring demolition of their homes. It would be so close to the other homes as to make them a very uncomfortable place to live. We are a neighborhood of people that have all lived here for many years, not a group of land speculators or investors. We help each other in time of need. Now it is being proposed that we be divided by a freeway. One neighbor whose home would be destroyed has had 5 generations on the same piece of land. Another neighbor waited until after the feasibility study selected Segment D to build their permanent home, and upgrade from their small pre-fab home on the same property where they had been living for over 20 years. Now the freeway will divide their property into 2 pieces. How will they continue to care for the llamas that they have rescued when some are on each side of the freeway? This is only one of the small communities affected by Segment C. Others, with their own stories and histories, are along FM 2933. Just look at the map below compiled by JD Eubank which clearly shows the preponderance of homes along Segment C vs Segment D.

At the TxDOT public meetings after the EIS report, we were told that this was a very hard almost 50/50 decision for TxDOT. I ask: If this was such a close decision, **why was the segment affecting a much greater number of residents chosen?**

There are other issues, that I have not even addressed here that perhaps others will address in their letters to you such as

- The large forested area in central Collin County that will be bisected by the choice of segment C. (See top of red outlined Segment C in map Fig 6 below.) Many 100+ year trees, woodland

and other animals will lose their habitats compared to Segment D that does not traverse large sections of forested lands.

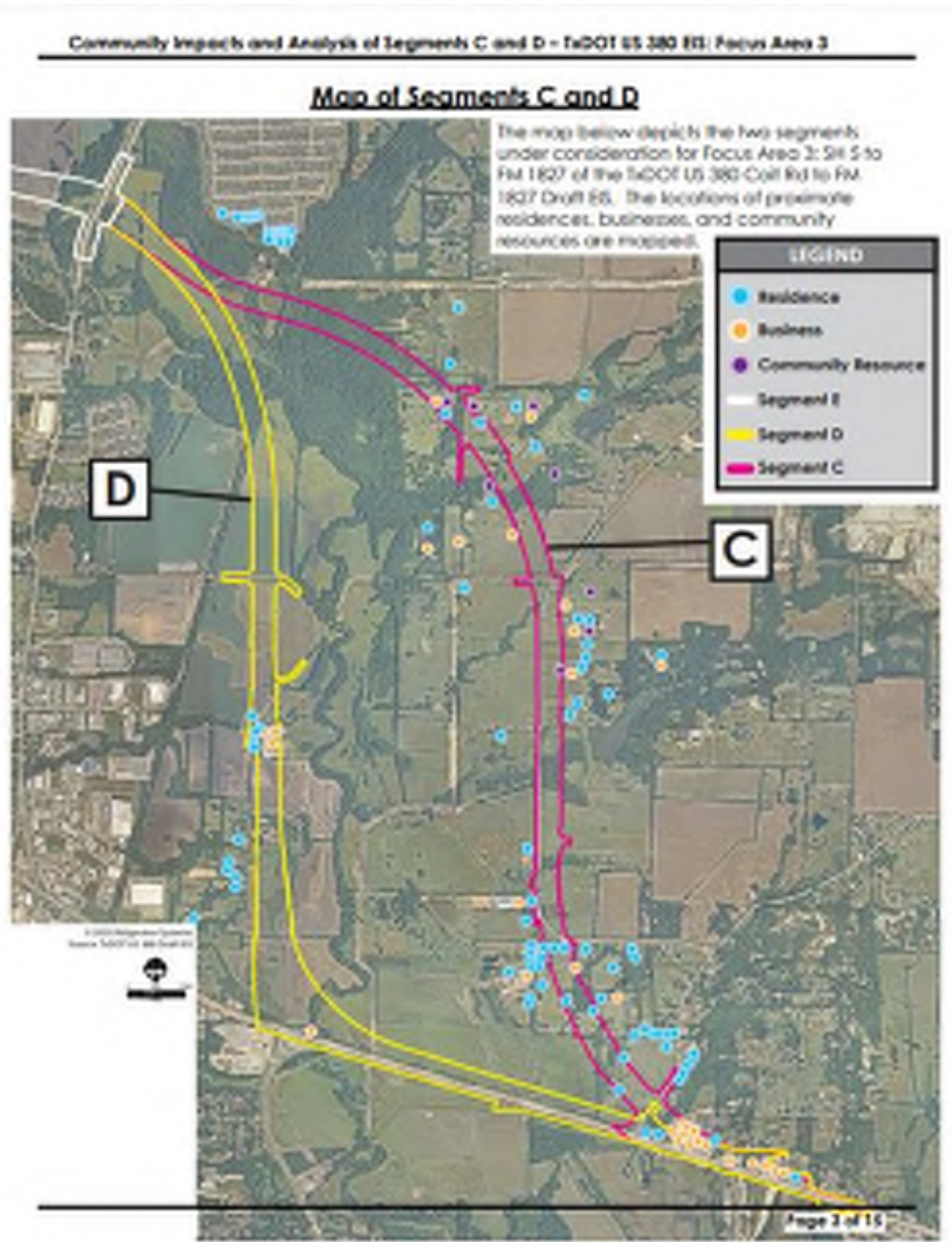
- Texas Parks and Wildlife favors Segment D
- And much more!

**Please save our farms, our homes and communities and do NOT build the 380 Bypass using Segment C!**

**Sincerely,**

**Mary Borchard**





*Fig 6 Map showing residential impact of Segment C vs Segment D on local residences. This is a TxDOT map with addition of legend, segment drawings and locations affected (colored dots) added by JD Eubank.*

**From:** Mary Carr [REDACTED]  
**Sent:** Sunday, March 12, 2023 3:37 PM  
**To:** Stephen Endres  
**Subject:** Request for US380 Comment Extension

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.

I'd like to formally make a request for an extension of the comment period for US380. Having just learned that it has been proposed that the bypass be moved even closer to Tucker Hill than was shown at the recent in person meeting. Additional time is needed to fully understand the impact and options that are available to protect Tucker Hill, Stonebridge and other communities impacted by Option A.

Regards,  
Mary Carr

Sent from my iPad

**From:** Mary Carr [REDACTED]  
**Sent:** Tuesday, April 18, 2023 1:21 PM  
**To:** Stephen Endres  
**Subject:** TXDOT 380 Bypass Comments & Concerns

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.

I'm a senior citizen living in Tucker Hill who has concerns about the proposed Option A for the 380 bypass.

It seems to me that entering and exiting onto 380 during construction will be extremely difficult.

\* Is there a plan in place to address entering and exiting safely during the construction phase?

\* How will construction impact emergency vehicles access?

- We have many seniors who live in this neighborhood. After construction we will have the new bypass dumping all of that traffic at our door steps, along with the already busy 380 traffic that will have even more lanes. You have forecast 380 getting even busier in the future.

\* Did anyone research the impact of turns on Option A compared to Option B?

I understand there has been a request to move the 380 bypass closer to Tucker Hill to provide an even wider birth for a new building site that doesn't even have forms set.

\* Why would that even be an option considering the impact on an existing neighborhood?

\* Isn't an existing neighborhood as important as a potential new building site?

Again as a senior we sit outside on our front porch a lot. That's one of the reasons we selected this neighborhood for our retirement home.

\* How is the additional traffic, which will be adding more noise and exhaust (air quality) going to impact the health of seniors and young children who want to be outside?

\* How was the current testing process done? Using state of the art equipment, did you select an existing location comparable to the distance Tucker Hill will be to the new bypass to run your test? Just taking readings on my Apple watch in neighborhoods with freeways comparable to ours yields results that can be damaging to hearing. According to the notices that kept popping up on my Apple Watch these levels of noise can cause hearing loss.

\* With the even heavier traffic that is forecasted in the future, isn't it fair to assume the air quality will be even worse? Which will negatively impact all the seniors who live here and children with breathing issues. How were your air quality tests done? Were they conducted at locations with high traffic as ours will be?

While I understand the need to help with the current level of 380 traffic and to assist in plans for the future, it's my assumption that you would also be concerned with the potential damage to seniors and children in the areas that you are reviewing.

Shouldn't tax paying current homeowners be given as much consideration as potential future new homeowners? As a tax payer for very many years, I expect those individuals that are using my tax dollars to be good stewards with how they spend that money. Treating tax payers money as you would with your own finances, would you over spend to get less for your money? Which is what you are doing by selecting Option A.

Regards,  
Mary Carr

Sent from my iPad

**From:** Mary Edwards [REDACTED]  
**Sent:** Monday, April 17, 2023 6:42 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass

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,

NO to Segment A  
YES to Segment B

As a homeowner in Stonebridge Ranch and citizen of McKinney, TX., I am not in favor of the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Mary

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:45 PM  
**To:** Mary Elizabeth Alberson [REDACTED]  
**Subject:** RE: 380 proposal

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Mary Elizabeth Alberson [REDACTED]  
**Sent:** Tuesday, February 28, 2023 12:17 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 proposal

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 Sir,

I am a citizen of Collin county emailing you in regards to the proposal for the 380 bypass. I ask that you reconsider your plan to go with plan C as it effects many peoples lives including my family. my family and I do not live in the proposed area, however we are friends with a family who do. This family has been a huge support to our girls through their homeschool journey allowing us to utilize their property for learning purposes. my girls have been able to learn about the growing process by watching a peach tree grow and produce over the years, they have learn about and formed a true passion for horses by helping to care for them and ride them. They have studied the properties and habits of bees and the honey making process. They have learn discipline and respect on this property many times over. All of the experiences and opportunities would be taken away from my children and many other children if you put an eight lane highway through the property. please reconsider your decision, think about the future generation and the lessons they learn through this.  
thank you for your time.

**From:** PEGGY EPNER [REDACTED]  
**Sent:** Wednesday, March 15, 2023 5:02 PM  
**To:** Stephen Endres  
**Subject:** Support for Blue Alternative, US 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.

Dear Mr. Endres,  
I would like to express my support for TXDOT's preferred alignment for US 380 from Coit Rd to FM 1827, which is the Blue alternative, linking Segments A,E, and C.

Thank you for your time,

Mary Epner  
[REDACTED]  
4130 Glacier Point Ct.  
Prosper, TX  
469-222-6601

**From:** Mary Garcia [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:29 PM  
**To:** Stephen Endres  
**Subject:** 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.

Mr. Enders,

As a resident of Prosper, I would like to urge you to consider :

Alignment A or widen 380

Thank you,  
Mary Garcia  
3841 Glacier Point Court  
Texas 75078  
Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:41 PM  
**To:** Mary Krogh [REDACTED]  
**Subject:** RE:

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Mary Krogh [REDACTED]  
**Sent:** Saturday, February 25, 2023 8:06 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:**

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,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Reasons to consider OPPOSING Segment A:  
Costs taxpayers \$98.8 million more  
Impacts 57% more natural wetlands & wildlife



Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

Reasons to SUPPORT Segment B:

Requires 73% fewer business and residential displacements

Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road

14% shorter, saving time and money

Thank you for your consideration,

Mary Krogh

6704 Mission Ridge, McKinney, TX 75071

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A Texas Department of Transportation message



**From:** [REDACTED]  
**Sent:** Monday, March 20, 2023 3:08 PM  
**To:** Stephen Endres  
**Subject:** Route 380 bypass choices

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 and Tx Dot: I respectfully request you to reconsider the “announced” choice of Route A rather than Route B. There are many reasons, but I will try to be brief.

1. When we moved here into Tucker Hill 8 years ago, route 380 did not even have a stop light into our entrance, and there was supposed to be a little school next door, and it was a perfect community. Many of us are retired homeowners, and this was chosen to be our “last home” since it would be near to family. We understand that Route B would displace less people (homes), and businesses who are already here in good faith.
2. Route B would be a good deal much less expensive. Why would you choose a more expensive route – especially in these tough and going to be tougher times?
3. Route B would actually be less dangerous because there is so much truck traffic and will be for a very, very long time, and trucks cannot navigate right hand turns. One accident will cause the road to be blocked and there will be many of those with the long construction trucks that are here in droves every day. There is also the problem of the road noise for all the people in the neighborhood, which appears to be very dangerous to their health, due to the congestion caused by your proposed road changes, and apparently Route A would mean no stop lights that would slow down the traffic.
4. Are you actually saying that horses are more important than human beings? The horses have been right out there by all that construction on Custer Road. It is much easier to move a barn and horses than upset so many people’s lives. I hope that the rumors than this is most important part of this decision, horses vs. real people, will not be shown to be true. Help us, please!

Sincerely yours, Mary Lynn Creme

**From:** Mary Mikula [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:28 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Mary Mikula

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Patty Laster [REDACTED]  
**Subject:** RE: 380 Comments - kindly consider

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Patty Laster [REDACTED]  
**Sent:** Saturday, February 25, 2023 11:44 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Comments - kindly consider

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,

Respectfully, I request your consideration of the 380 proposal for Segment A. I am in support of Segment B.

Segment B was presented as having less disruption to homes and businesses with a cost of much less than Segment A. Thus, it comes as a complete surprise that your organization or someone within are supporting Segment A. What is the rationale behind this? Can you send me a cost analysis and property disruption analysis please? Without this, it appears something suspicious and fishy is going on, perhaps influence of someone or a business that TxDOT is supporting.

I am a homeowner and citizen of McKinney Texas and strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Mary P Laster  
1505 Montclair Circle  
McKinney TX 75071  
816.289.5428

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A Texas Department of Transportation message



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 4:16 PM  
**To:** Mary Williams [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Mary Williams [REDACTED]  
**Sent:** Sunday, February 19, 2023 3:55 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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.

Hello Stephen,

I write to you to **oppose C and support D**. I do not agree plan C is the best route for the 380 bypass as you are disrupting numerous homesteads, community resources along with businesses.

This route will destroy a property that provides a place for bible groups to meet, and worship events as well as a riding stable for youths to ride. I personally have attended bible studies at Amber & Dan Block's home as well as purchased honey and eggs from this homestead. There are children that come to ride horses/therapy and they hold religious groups, and activities.

Also, why would you damage one of the largest REMAINING forests in central Collin County? I've been a resident of McKinney for 16 years, please keep the forests, woodlands, and wetlands!

Warm Regards,

**From:** Matt Hatch [REDACTED]  
**Sent:** Thursday, March 16, 2023 12:06 PM  
**To:** Stephen Endres  
**Subject:** US380 bypass-NO to Segment A

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.

Hello Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Matt

--

Matt Hatch

[REDACTED]  
817-657-9075

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I know a bypass will be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those omissions and errors are corrected.

My ask is that in order to ensure resolution and the creation of the best project possible, I request:

- **TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.**
- **Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision**

The facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.



- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

## **Noise Pollution**

Tucker Hill is a community about using people's front porches. This is not a neighborhood where you pull in your garage and never leave. It's an active outdoor focused neighborhood. Additional noise from Segment A is detrimental to the entire point of our community.

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a both a Christmas Holiday destination for people all across the region to visit our lighted homes as well as a photo op for every local high school homecoming and prom at our community fountain. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents. As I mention in other parts of this letter, my elderly in-laws live with us and value their time spent with neighbors and friends. This multi-generational living is enhanced by living in Tucker Hill

where diverse neighbors in all phases of life serve to build community. To place more value on transient populations than full-time residential impacts does a disservice to our community.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

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More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has two 90 degree curves. It also does not appear that TxDOT considered this safety risk in their decision.

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neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

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to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

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It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Matt Lear  
2754 Majestic Ave  
McKinney, TX 75071

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Matt Lear  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 comment period extension

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** Matt Lear [REDACTED]  
**Sent:** Sunday, March 12, 2023 8:37 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** 380 comment period extension

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.

Formally requesting an extension to the comment period. We need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A. The same extension should apply to those affected by Option D. It boggles the mind a path with no business or home impacts is rejected in favor of one that does both.

Matt Lear  
2754 Majestic Ave  
McKinney, TX 75071  
970-390-3036

**From:** Matt Lear [REDACTED]  
**Sent:** Wednesday, April 19, 2023 10:19 PM  
**To:** Stephen Endres  
**Subject:** Comments about US 380 Segment A EIS  
**Attachments:** Tucker Hill 380 TXDOT ML responses.docx

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-

While I realize not everyone can visit Tucker Hill, I assume since I've seen you and your staff many times in McKinney over the course of the last 8 years, you've at least driven through here. It's a special place. Right, everyone says that about every place they live. Years ago, we thought we'd finally found an agency who listens to reason, and uses sound judgement for decision making. How disheartening to learn it's largely business as usual and good sense isn't very common. Then to be told the Segment that is more expensive, more invasive, more, impactful is chosen as the preferred route? As Vizzini from the Princess Bride so eloquently put it, "INCONCEIVABLE."

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I know a bypass will be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those omissions and errors are corrected.

My ask is that in order to ensure resolution and the creation of the best project possible, I request:

- **TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.**
- **Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision**

The facts as TxDOT presents them appear to support Segment B over Segment A:



- Segment B does, in fact, c new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TXDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TXDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TXDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TXDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TXDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TXDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TXDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TXDOT still concluded Segment A was the preferred route option.

TXDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TXDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

Tucker Hill is a community about using people’s front porches. This is not a neighborhood where you pull in your garage and never leave. It’s an active outdoor focused neighborhood. Additional noise from Segment A is detrimental to the entire point of our community.

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a both a Christmas Holiday destination for people all across the region to visit our lighted homes as well as a photo op for every local high school homecoming and prom at our community fountain. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents. As I mention in other parts of this letter, my elderly in-laws live with us and value their time spent with neighbors and friends. This multi-generational living is enhanced by living in Tucker Hill where diverse neighbors in all phases of life serve to build community. To place more value on transient populations than full-time residential impacts does a disservice to our community.

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Regards,

Matt Lear  
2754 Majestic Ave  
McKinney, TX 75071

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**From:** Matt Reynolds [REDACTED]  
**Sent:** Wednesday, March 8, 2023 2:09 PM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

Hello Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Thanks,

Matt Reynolds

**From:** Maureen Buckland [REDACTED]  
**Sent:** Wednesday, March 15, 2023 4:29 PM  
**To:** Stephen Endres  
**Subject:** No to segment A

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.

email: [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Maureen Buckland

Sent from my iPhone

**From:** Maureen Dudley [REDACTED]  
**Sent:** Friday, March 10, 2023 3:21 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A; Yes to Segment B

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. Enders:

I am a homeowner in McKinney, Texas. I OPPOSE Segment A for the US 380 bypass. I believe TXDOT has better options (such as Segment B) that will have less impact on the surrounding neighborhoods and businesses.

One of the reasons we chose to live in Stonebridge Ranch was the carefully planned master community. Currently, traffic flows well. The Segment A bypass, however, does not "bypass" McKinney but rather unfairly dumps traffic directly into our master-planned neighborhood.

Furthermore, the Segment A route does nothing to help McKinney residents to navigate through our own city, yet it burdens McKinney residents with 120+ million in new taxes. I find that an unjust scenario.

I strongly urge you to implement Segment B as the preferred option for the US 380 bypass.

Thank you for your consideration.

Maureen Dudley  
1509 Hackett Creek Drive  
McKinney, TX 75072



**From:** Maureen Hinkley [REDACTED]  
**Sent:** Tuesday, March 21, 2023 1:55 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass NE 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.

Greetings Mr. Endres,

I am writing to let you know I **oppose, Segment C** of the 380 bypass and prefer Segment D because D will impact fewer residents and not impact our bee hive. We harvest and use our honey for medicinal purposes (allergy relief for myself and several grandchildren), and we would not be allowed to move it to our own property due to bylaws of the housing development we live in.

We would greatly appreciate your support for Segment D to be the pursued solution.

Very best regards, Maureen Hinkley

**From:** Maureen Macaulay [REDACTED]  
**Sent:** Saturday, March 25, 2023 10:25 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Maureen Macaulay

Sent from my iPhone

**From:** M McKenna [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:06 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

*Maureen McKenna  
1616 Berwick Drive  
McKinney TX 75072*

**From:** M Hero [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:10 AM  
**To:** Stephen Endres  
**Subject:** Opposition to Segment A

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.

Stephen,

As a long- time resident of McKinney and Stonebridge Ranch, I want to formally voice opposition to Segment A. I am fully aligned with the commentary from my HOA below.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Maury Herod

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Monday, February 20, 2023 8:56 AM  
To: McKenna Fant [REDACTED]  
Subject: RE: Txdot 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: McKenna Fant [REDACTED]  
Sent: Friday, February 17, 2023 5:36 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Txdot 380 Bypass

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.

I am writing to tell you that I oppose plan C and support plan D for the 380 bypass. It would destroy several properties of wonderful community members that I know. One in particular has a beautiful property that serves as a community center, hosting many church, art and equestrian events. It would be a huge loss to the community. Thank you.

McKenna Fant

(573)308-5667

**From:** Megan [REDACTED]  
**Sent:** Friday, March 10, 2023 8:06 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:56 AM  
**To:** Megan Lewis [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Megan Lewis [REDACTED]  
**Sent:** Friday, February 17, 2023 3:51 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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.

As someone who lives out in the area, I strongly call for the committee to choose a route that most of the residents want. Mckinney is exploding with growth and the residents' wants are being overshadowed in many areas. I encourage moving forward with Route D over Route C. The community needs these resources and local businesses. Plowing through a calm, rural area is awful enough, please listen to those who are reaching out. Route C is more disruptive and destructive. Route D might cost more, it might have difficulties to work around, but the residents that live out there matter...and our collective voice needs to count for something. It's not about revenue or convenience, it is about supporting Mckinney residents and doing what is right. Route D is our vote! Thank you.

--

Megan Duke Lewis

**From:** Megan Mossinger [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:23 PM  
**To:** Stephen Endres  
**Subject:** NO bypass in Prosper

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 am writing to you to share my STRONG opposition to the bypass and Option B running through Prosper. I am a resident of Whitley Place and have been for the last seven years and disagree with the bypass running through Prosper for the following reasons:

- 12+ lanes going right through Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
- Directly affects and disruptive to numerous neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
- Prosper properly planned for expansion (380 can be widened!). If other towns didn't plan this can't be put on Prosper
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy and student drivers
- Increased Traffic and Noise
- Materially impacts ManeGait and the wonderful therapy they provide to children, veterans, and our disabled community
- Exorbitant costs of acquiring rights of way, adverse environmental impacts, wetland mitigation
- This design does not make for an acceptable proposal nor effective use of taxpayer money
- School buses having to go on a highway to take kids to school / young drivers for the high school having to deal with highways and high speeds
- Significant environmental impact: pollution, emissions, & poor air quality
- Safety of our citizens and students
- Decreased home values and overall desire of area
- Massive utility relocations that are critical to Prosper's infrastructure
- Substantial lost tax revenue to the Town and Prosper ISD

In closing, I highly oppose Option B and want 380 to stay on 380 or Option A to be considered.

Megan Mossinger  
4060 Chimney Rock Drive  
Prosper, Texas 75078



**From:** Megan Roberts [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:25 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, Texas, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost LESS, REDUCE the tax BURDEN on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

It's been very disappointing to see the decisions being made regarding this matter and to see special interest and special treatment being given to particular people because of the money in their pockets and political connections.

Thank you for your time!

Make it a great day!  
Megan

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Wednesday, February 22, 2023 1:36 PM  
**To:** Melissa Hay [REDACTED]  
**Subject:** RE: US 380 Expansion

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Melissa Hay [REDACTED]  
**Sent:** Tuesday, February 21, 2023 6:44 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 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.

Good evening,

I would like to provide you with feedback regarding the proposed "Blue Alternative" US 380 expansion. I STRONGLY oppose this option for the following reasons:

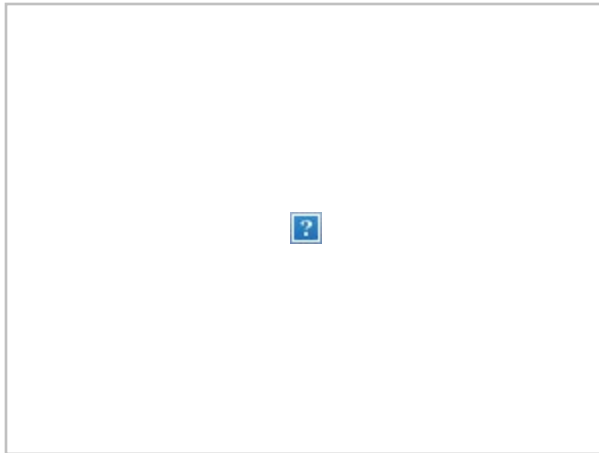
1. Numerous citizens will be displaced and removed from their homes and businesses will be lost.
2. Residents in homes adjacent to homes/businesses removed will experience a substantial decrease in property value and will have their quality of life negatively impacted.
3. As a taxpayer in McKinney, I will bear the burden of tax dollars utilized for construction on an option we do not support.
4. Other route options would not displace residents and force them to leave their homes.
5. The Blue Alternative is, to be quite blunt, an asinine route. If you are going to

create a bypass, then create a bypass - not a road with a lot of turns.

I understand that the residents of Prosper have more money, more time to protest, and more political pull but no rational person would look at all of the proposed routes and choose the Blue Alternative. I understand that the option that makes the most sense would not allow Main Gait to expand. When I look at a business not expanding vs people losing their homes and businesses, there is only one reasonable choice. You must reconsider and find a different alternative to the route being proposed.

Melissa Hay  
Liberty Place  
Stonebridge Ranch

**Melissa Hay**



**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:51 AM  
**To:** Mike and Melissa Wojnicki [REDACTED]  
**Subject:** RE: opposition to A for the expansion of 380, please reconsider

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Mike and Melissa Wojnicki [REDACTED]  
**Sent:** Sunday, February 19, 2023 8:55 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** opposition to A for the expansion of 380, please reconsider

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 and The Texas Department of Transportation,

I am writing to express my strong opposition to the proposed expansion of 380 after Custer Road, known as Option A. My primary concern is the staggering cost of this project, which is estimated to be \$100 million more than any other option. This is an unjustifiable expense for taxpayers, especially when there are more cost-effective solutions available.

Furthermore, I am deeply troubled by the impact that Option A would have on existing businesses and homes in the area. The expansion would require the demolition of numerous homes and businesses, which would displace families and disrupt communities. This is unacceptable and unnecessary, given that there are other options available that would only affect future homes and developments.

In contrast, Option B would only affect future homes and Mane gate, which would have a much

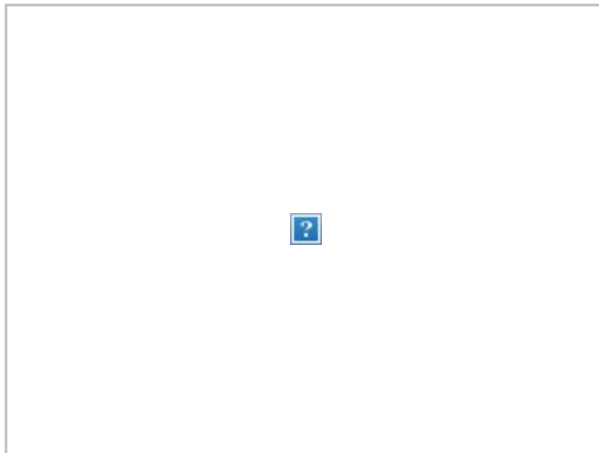
smaller impact on the local community and can be easily relocated. This option would also be much more cost-effective, making it a much more reasonable and practical solution for all parties involved.

It is important to note that the local community strongly opposes Option A, and many residents and business owners have expressed their concerns about the impact it would have on their homes and livelihoods. As public servants, it is your duty to represent the interests of the community, and I urge you to take these concerns into account when making your decision.

In conclusion, I urge you to reject Option A and instead explore more cost-effective and less disruptive solutions, such as Option B. Thank you for your attention to this matter.

Sincerely,

Melissa Shelton  
972-839-3486



-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 4:40 PM

To: Melody Nicholson [REDACTED]

Subject: RE: 380: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Melody Nicholson [REDACTED]

Sent: Saturday, February 25, 2023 7:48 AM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: 380: NO to Segment A, YES to Segment B

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,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Reasons to consider OPPOSING Segment A:

Costs taxpayers \$98.8 million more

Impacts 57% more natural wetlands & wildlife Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

Reasons to SUPPORT Segment B:

Requires 73% fewer business and residential displacements Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road 14% shorter, saving time and money

Thank you for your consideration,  
Melody Nicholson  
Resident of Ridgecrest - McKinney TX

[A Texas Department of Transportation (TxDOT)  
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cb49abaaf16474c0327b308db19e0f02d%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132226118400033%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=zqEFSluiYIkDXsOXw2SdX%2Bd7wZGZGu2IA2qG1JB7x30%3D&reserved=0>>

**From:** Meshell R Baker [REDACTED]  
**Sent:** Thursday, March 16, 2023 2:28 PM  
**To:** Stephen Endres  
**Subject:** ON THE ISSUE OF 380 BYPASS ROUTE C & D; PLEASE OPPOSE ROUTE C 100%  
!!!

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.

Here is why:

- Severely damages one of the largest remaining forests in central Collin County
- Destroy 71% more acres of forests and woodlands
- Destroys 141% more acres of grassland and prairie
- Disturbs the wetland that serve as refuge for wildlife including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- Eliminates a large area of suitable habitat for endangered/threatened species.
- Affects and displaces 383% more of homes ( 29 versus 6)
- Affects and displaces 300% more businesses ( 16 versus 4)
- Affects and displaces more community resources
- Strongly opposed by Texas Parks and Wildlife

--

[REDACTED]  
Be Someone's Blessing Today 



**From:** Mica Pryor [REDACTED]  
**Sent:** Wednesday, March 15, 2023 10:30 AM  
**To:** Stephen Endres; [REDACTED];  
[REDACTED]  
**Subject:** Comments on 380 Bypass project

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.

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

Route C will destroy an area that I have known and loved as a long-time resident of the area. If Route C is imposed, we will lose access to community riding arenas, wooded trails, and outdoor pursuits.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

*Texas law requires all real estate licensees to provide the following information about broker services:*  
[Information About Broker Services](#) [Consumer Protection Notice](#)

*No legal advice is intended or to be implied from this communication unless a written legal retainer agreement has been signed by both parties. Consult your attorney if legal advice is desired.*

*The highest compliment our customers can give us is to recommend us to a friend. We appreciate your referrals!*

**Mica Pryor**, Vice President, Licensed Attorney, Sales Agent

M&D Real Estate

Office (Direct Line): [469.653.0485](tel:469.653.0485)

**From:** Michael Aceves [REDACTED]  
**Sent:** Tuesday, March 28, 2023 8:32 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Michael Aceves

**From:** Michael Aceves [REDACTED]  
**Sent:** Tuesday, March 28, 2023 6:05 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
<Name>

**From:** Michael Chandler [REDACTED]  
**Sent:** Wednesday, March 29, 2023 9:10 AM  
**To:** Stephen Endres  
**Subject:** US380 Bypass - NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Michael Chandler

**From:** Michael Payne [REDACTED]  
**Sent:** Wednesday, March 15, 2023 10:40 PM  
**To:** Stephen Endres  
**Subject:** US380 & Blue Alternative - Segment A

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.

Stephen,

I just want to reiterate my support of TXDot choosing Segment A (Blue Alternative) as the primary selection for the 380 bypass. I feel the political winds of McKinney persons not agreeing with this are strong trying to put pressure on TXDot's choice and should not be allowed to influence your final decision. As a Prosper resident living in Whitley Place, I feel McKinney's lack of past planning has been correctly identified with the other items you clearly note as the better location to solve McKinney's traffic issues. I did a good amount of research before buying in Whiteley place and there was no talk of this being a possibility at that time but Segment A was in the discussion.

As a side note I am additionally happy that Maingate and the new communities being built along Custer Rd will not be affected by the TXDot choice.

Best of fortunes to you and thanks for picking logic over political wants.

Best,  
Michael Payne  
Whiteley Place

**From:** Michael Shutka [REDACTED]  
**Sent:** Wednesday, March 8, 2023 12:29 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Michael Shutka

**From:** Todd Woodruff [REDACTED]  
**Sent:** Tuesday, March 21, 2023 2:43 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, YES to Segment B

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.

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Michael Woodruff



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

*Segment D is the Right Choice, Displacing  
Myself and Neighbors Makes no sense  
when there is a perfectly fine alternative.  
Choose D NOT (E)*

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Michael Yeos

Address: 2550 County RD 332

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: MCKINNEY, TX 75071



**From:** Michaela Roberts [REDACTED]  
**Sent:** Friday, March 10, 2023 3:23 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX. who lives just south of Custer and 380, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you for your attention,

Michaela Roberts

**From:** Michele Hunter [REDACTED]  
**Sent:** Wednesday, March 15, 2023 6:33 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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,

I am writing to voice my support for Route A. I am sure you are well versed in all of the reasons why this would be the ideal route. First I would like to quote TXDOT's own EIS report.

- 1) It would require the least amount of new right of way.
- 2) It would not displace any community facilities. For example, ManeGait, an organization of the utmost importance to the Collin county community which would unduly be impacted by the alternate B route.
- 3) Results in the least number of noise receptors with substantial noise level increases.
- 4) Be the least impactful on flood plains and regulatory floodways.
- 5) Minimize the conversion of farmland.
- 6) Meet the project Purpose and Need.

Additionally, Prosper has continued to develop as a master planned community with the idea that US380 would be a freeway, changing the route to cut through a significant portion of Prosper would disproportionately affect the Town of Prosper's commercial real estate, and new developments which support its tax base. This would in turn have other down stream effects on Town parks, schools, students, teachers, and residents.

I implore you to make a final decision regarding this bypass and stick with the blue route as recommended by TXDOT's own EIS study. Continued delay and discussion has significantly and negatively affected the Collin County community.

Thanks for reading!

Sincerely,  
Michele A. Hunter  
420 Columbian Ct.  
Prosper, TX 75025

[Sent from Yahoo Mail on Android](#)

**From:** Michele Lumley [REDACTED]  
**Sent:** Wednesday, March 8, 2023 8:50 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A for the US 380 Bypass

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 Stephen Endres,  
Texas Department of Transportation,  
4777 East Highway 80,  
Mesquite, TX 75150-6643

Dear Mr Endres,

As a homeowner and citizen of McKinney, TX., I am strongly OPPOSED to the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents as well as the thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards,

Michele Lumley

**From:** Michelle [REDACTED]  
**Sent:** Sunday, March 12, 2023 9:55 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from Michelle Gladden Snyder's iPhone

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:53 AM  
**To:** M.Frances Gonzalez [REDACTED]  
**Subject:** RE: TDOT US380 EIS: focus area 3

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** M.Frances Gonzalez [REDACTED]  
**Sent:** Saturday, February 18, 2023 6:16 PM  
**To:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Subject:** TDOT US380 EIS: focus area 3

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.

Hello, I hope this finds you well! I am writing to express my dismay over the consideration of segment C for focus area 3 of the US380 extension; attachment to ensure you know which I mean. Segment C would be devastating to many important community resources, including the Block family therapeutic riding center that also serves as a community center, church and sanctuary for many in the community. In addition, segment C would unnecessarily destroy so many other businesses and residences, displacing good people and businesses who are valued in the community.

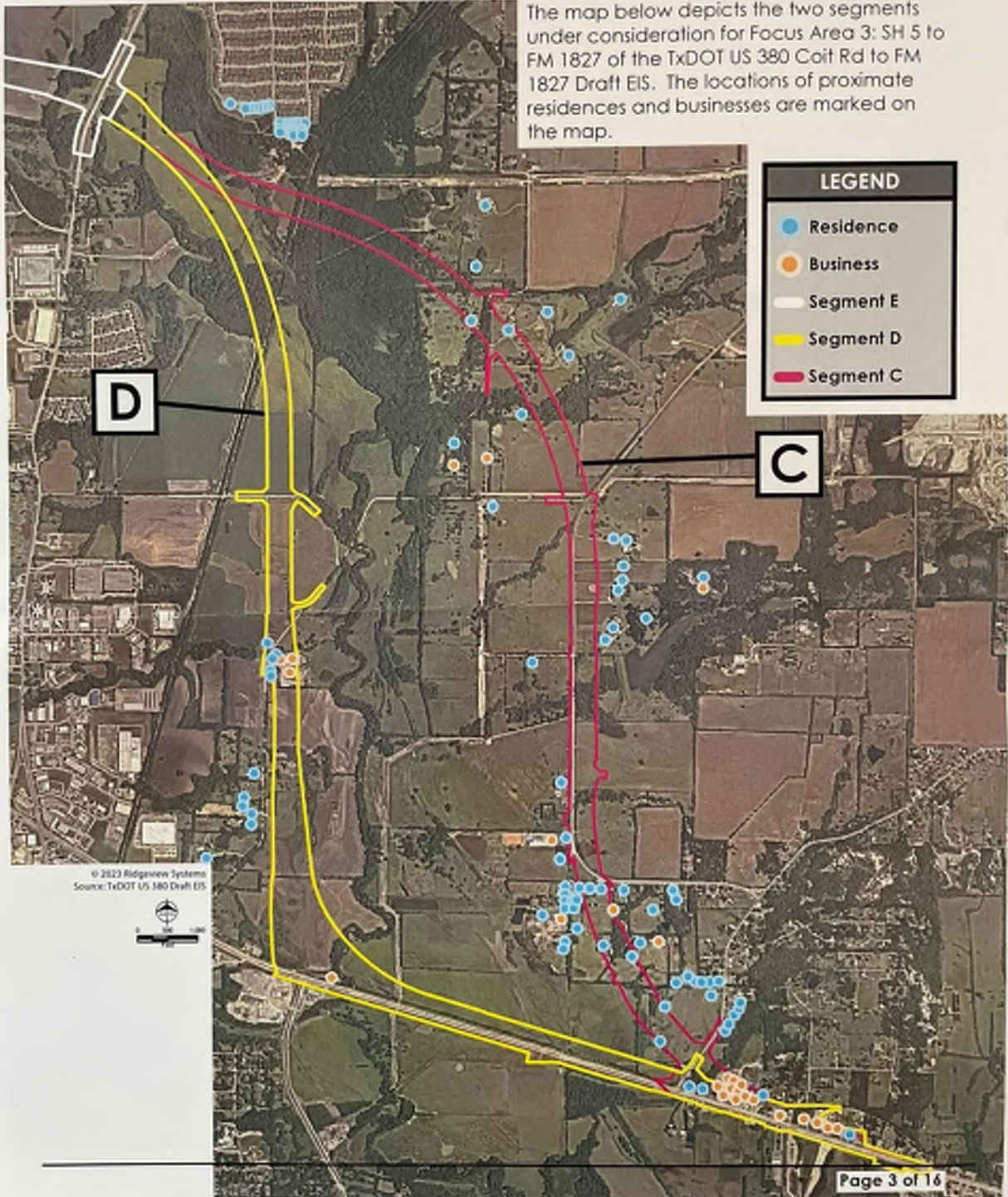
I am in favor of Segment D, which minimizes the negative impact of what is a necessary highway expansion.

Thank you for your time and consideration!  
Concerned citizen,  
Michelle Gonzalez  
407-924-9230  
[REDACTED]

Community Impacts and Analysis of Segments C and D – TxDOT US 380 EIS: Focus Area 3

### Map of Segments C and D

The map below depicts the two segments under consideration for Focus Area 3: SH 5 to FM 1827 of the TxDOT US 380 Coit Rd to FM 1827 Draft EIS. The locations of proximate residences and businesses are marked on the map.



-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 8:48 AM  
To: Michelle Harp [REDACTED]  
Subject: RE: 380 Bypass NE McKinney: Oppose C, Support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Michelle Harp [REDACTED]  
Sent: Monday, February 27, 2023 2:40 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass NE McKinney: Oppose C, Support D

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.

Hello!

I live in Collin county and I strongly oppose the C option for the 380 bypass in NE McKinney.

I support option D.

Thank you for your help in this!

Thanks!

Michelle Harp  
214-708-3936

**From:** Michelle Payne [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:20 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Michelle Payne



**From:** mbr [REDACTED]  
**Sent:** Wednesday, March 15, 2023 2:48 PM  
**To:** Stephen Endres  
**Subject:** Subject line: NO to Segment A

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 am a homeowner and citizen of McKinney, TX and strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

Since Segment A makes the most sense for McKinney and its residents, I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Michelle Weston

**From:** M A [REDACTED]  
**Sent:** Tuesday, March 28, 2023 6:00 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Mike Artwick  
2516 Ariel Cove  
McKinney, TX 75072

**From:** Mike Bell [REDACTED]  
**Sent:** Friday, April 7, 2023 8:29 AM  
**To:** Stephen Endres  
**Cc:** Mike Bell  
**Subject:** US 380 from Coit Road to FM 1827 DEIS and Public Hearing Comment -  
Feedback

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.

Any consideration of releasing the US380 By-Pass traffic back on to 380 East of Custer Road is illogical, dangerous, and is a waste of taxpayers' money. The chosen route displaces more residences and businesses, cost more, and is much more dangerous to drivers. Even with the overpass suggested (which 3 years ago TXDOT said was not needed) Custer intersection will be even more overwhelmed. Please reconsider the current plans to dump traffic East of Custer and create a path that will accomplish the goal of congestion relief, improve traffic flows, reduce accidents, and support the needs of drivers of Collin County and Texas. Please consider logic in lieu of politics in your final decision.

Regards, Mike Bell

(214) 578-1703

Mike Bell  
"Taking Care of Business"  
[REDACTED]

**From:** Mike Bull [REDACTED]  
**Sent:** Thursday, April 20, 2023 2:08 PM  
**To:** Stephen Endres; Ceason Clemens  
**Subject:** 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.

To whom it may concern:

As a McKinney homeowner, Segment A would be detrimental to me personally because of an ongoing battle with PTSD having to do with the events of 9/11 which I was present for at the time. The construction and noise would be detrimental to my mental and physical health. I have also listed other factors that should be considered.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.

- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the re

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between

these neighborhoods (Mansions that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.



It appears that the model for the MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared

and economic or social and natural  
discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Michael Bull

**From:** Mike Bundick [REDACTED]  
**Sent:** Wednesday, March 8, 2023 8:54 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Mike Grimes [REDACTED]  
**Sent:** Wednesday, April 5, 2023 7:49 AM  
**To:** Stephen Endres  
**Subject:** COMMENT: US 380 from Coit Road to FM 1827

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,

I write to express my position with regard to the TXDOT selection of Segment A over Segment B as their “preferred alignment”-

Please get a grip. Not only does Segment A make much more sense in routing & drivability, Segment A reportedly displaces fewer private properties and is projected to cost some \$150 million dollars less than Segment B.

I know you can not please everyone, but the choice of Segment A just makes one heck of a lot more sense.

Thanks for offering this extension to the comment period.

*Regards,*

*Mike Grimes*

*5505 Port Vale Drive*

*McKinney, TX*

**From:** Mike Kohl [REDACTED]  
**Sent:** Monday, April 17, 2023 6:01 PM  
**To:** Stephen Endres  
**Subject:** Comment/Feedback on 380 Corridor Expansion- Option A

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 am writing you to provide feedback on TXDOT's decision for Option A.

Personally, I don't get it. As a taxpayer and businessman, why would the State choose an option which will cost AT LEAST \$200M more than Option B. This is a direct cost to the taxpayers in a time economically is not prudent. The disruption, the safety factor of having a lack of access to normal entry/access as well as safety vehicles baffles me. Frankly, none of the options make sense in dealing with a traffic problem which is currently being generated and will substantially increase 4-5 miles west of the area. The bulk of the traffic that will be generated in the very near future (from the PGA, Universal Studios and North Texas State) will need to be diverted long before drivers reach either option.

Equally important is the increased sound impact to our neighborhood in Tucker Hill. A recent study was done by our neighbors showed that even with a suppressed bypass, the noise levels will exceed those which are considered reasonable. This was performed by one of our neighbors and shows the noise impact of a SIX lane suppressed highway and the noise impact created : <https://youtu.be/-YwQ9dAce4o>. This noise will only increase with the additional two lanes and will severely impact our ability to enjoy our neighborhood and our livelihood on our front porches, which a number of neighbors use on a regular basis. I personally will be impacted as I work from home and the substantially increased noise will negatively affect the way I am able to conduct my business.

Again, NONE of the options make sense. The issue need to be addressed by a true outer loop around McKinney and Prosper that truly and effectively takes the future traffic away from these areas.

Respectfully,

Mike Kohl  
2513 Pearl Street  
McKinney, TX 75071

Sent from my iPhone without spellcheck

**From:** Mike Mikula [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:00 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Mike Mikula  
Sent from my iPhone

**From:** Mike Paley [REDACTED]  
**Sent:** Thursday, March 9, 2023 5:52 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Mike Paley [REDACTED]  
**Sent:** Thursday, March 9, 2023 5:53 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



### 380 Bypass comments

Option A should be pushed further to the west. There is unpopulated land just west of the proposed option A. Doing this would ease noise and potential through traffic to the Wilmeth Ridge community. It would also space this out from the Ridge Road / Wilmeth Road intersection which is likely to have increased traffic and congestion as a result of it's proximity to the option A route. Option B was my preference, and a better compromise would be to push opt A further west.

I do not believe the planned bypass will ease congestion on the existing 380 corridor (University Drive) as most of the traffic is local business traffic which is on the increase as a result of rapid business expansion along with unchecked population growth and residential expansion in the area. Look at 380 through Denton as an example. Rather than a bypass it seems a complete separate E-W route further north where the expansion is occurring is needed along with E-W arteries that also supplement the Collin Co. Outer Loop.

The lesson to be learned is that of proper city and urban planning which the county and surrounding communities have failed to do. We are not properly managing the rapid population growth and as a result we find ourselves with infrastructure challenges like we have with roads and traffic. Next up will be water and sewage. We already have a challenged electric grid. Please get smart about managing growth and put together a comprehensive plan for the county with proper city planning before allowing developers to go hog wild building all over the place in a seemingly willy-nilly ad-hoc fashion with little consideration to infrastructure and community bliss.



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

- Why isn't the county utilizing the Collin Co. outer loop for this bypass?
- Most of the traffic on 380 is for local business which continues to grow & develop. The bypass will not alleviate traffic on 380.
- Why to prevent traffic bypassing on Wilmore Rd from Hwy 75 to Ridge Rd?
- What happened to option B?

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Mike Storch

Address: 5900 Augustine Rd

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney, TX 75071

**From:** mindy west [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:14 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Mindy B West  
(972) 804-3700

**From:** Monte Self [REDACTED]  
**Sent:** Wednesday, April 19, 2023 8:24 PM  
**To:** Stephen Endres  
**Subject:** Shift 380 From Section A to Section B

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.

Stephen Endres,

After reading the following comments I felt they were so deeply true that I had to send them for answers and to share my opinion as a Native of McKinney!!

"As a McKinney homeowner, I believe in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

First, the facts as TxDOT presents them appear to support Segment B over Segment A:

- Segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents and disrupting existing traffic patterns. Additionally, priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to "MainGait Therapeutic Horsemanship property, the subject of substantial public concern". The facility does serve a noble purpose, but TxDOT has not factored in McKinney residents directly impacted who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of the McKinney community is how Bill Darling leveraged his ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill for his personal gain. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act."

TxDOT selectively relied on the EIS to support their choosing of Segment A, when many flaws appear in the underlying analysis and interpretation of the EIS. This in no way represents all the issues, but only a handful.

#### Noise Pollution

The TxDOT noise study for Tucker Hill, and surrounding communities, was flawed and biased as compared to ManeGait. The noise study itself appeared to use outdated data to estimate the impact of noise on many communities. The study evaluated only a single barrier south of Tucker Hill (a community of over 380 homes with plans for 600) and lacks data for Heatherwood,

Stonebridge Ranch, and Timber Ridge, v

Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents, or residents with disabilities – collectively, who likely outnumber MainGait's transient guests.

TxDOT proposes to surround the Tucker Hill neighborhood on both the south and east side with a highway and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood.

#### Traffic Analysis

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Furthermore, traffic projections were increased based on the rerouting of traffic to a wider highway, rather than the overall regional demand. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

#### Community Cohesion

TxDOT's conclusion that there is no increased community cohesion impact to McKinney residents with Segment A in regards to school districting is once again incorrect and appears to show a bias or, simply, a failure to conduct proper research. With Segment A, neighborhoods of children will be cut off from their zoned elementary schools.

#### Construction and Noise Pollution

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

"Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts."

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. What are the plans for noise and vibration mitigation while lowering the existing grade in bedrock so close to homes in Tucker Hill and Stonebridge Ranch? What are the plans for egress to the impacted neighborhoods during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

#### Air Pollution

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the surrounding communities.

#### Quality of Comments Collected

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

**TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of these comments.** As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of McKinney, unfairly seizing the residents' ability to enjoy their neighborhoods safely, and justifying it with a fatally flawed Environmental Impact Study".

Regards,

Monte

Monte Self

214-707-3223 Cell

214-544-8536 Fax

[REDACTED]

Dallas Income Properties, LLC

REALTOR®

TREC License # 0519925

[www.dallasincomeproperties.com](http://www.dallasincomeproperties.com)

[Texas law requires all license holders to provide the Information About Brokerage Services form to prospective clients.](#)

**From:** Mounira Roberts [REDACTED]  
**Sent:** Monday, March 13, 2023 2:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Myron Semrad [REDACTED]  
**Sent:** Sunday, April 2, 2023 9:31 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass - NE 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.

Mr. Endres, I strongly **oppose** Segment C of the subject bypass - and **support** Segment D. Thank you for your consideration.

Myron Semrad  
Richardson, TX



**From:** Nancy [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:42 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Nancy [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:45 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Nancy Gerstner [REDACTED]  
**Sent:** Monday, March 13, 2023 12:41 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

-----Original Message-----

From: Nancy Preston [REDACTED]

Sent: Tuesday, April 18, 2023 3:04 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>

Subject: Comments on Segment A vs segment B in Collin County-resubmission

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.

To whom it may concern,

I am resubmitting my comments on the TXDOT's recommendation of Segment A over segment B in light of new information. Is it true that either Bill Darling or associates of the Darling company used 43 empty lots in Tucker Hill to impersonate residents of Tucker Hill and misrepresent what those actually living in Tucker Hill desire? It is quite concerning if your voice is multiplied many times over due to wealth.

Segment A appears to have 2 90 degree turns that segment B does not have. Is there any data supporting increased safety issues when highways have 90 degree turns? Did TXDOT consider this in their decision?

Is it true that TXDOT shifted Segment A closer to Tucker Hill to protect future development? Are current residents not more important?

Is it true that the air pollution study did not take into account the average wind speeds for the area?

I am appalled by the fiscal irresponsibility of choosing Segment A when there is an alternative that is significantly less expensive. Some of the pros and cons of Segment A vs Segment B can be subjective, but comparing the actual cost between the two is pretty objective and how to you justify the cost?

Thank you,  
Nancy Preston

Sent from my iPad

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C9a6660d056b44dc3478508db47760449%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638182344435460019%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=PDTHTA%2F%2BRYzmd38SVnF%2Blh8wKWJlI9leTppJ8tKBlpw%3D&reserved=0>>



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Many feel this was a political decision  
sponsored by Jerry Jones of the Dallas  
family. A shame that the DARTs made  
100's of thousands of dollars in Stonebridge  
through and now could care less about the  
future of our Texas Plan community  
and our home values. Shameful!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Nancy Robertson

Address: \_\_\_\_\_

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:59 AM  
**To:** Nancy Spaans [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Nancy Spaans [REDACTED]  
**Sent:** Friday, February 17, 2023 1:59 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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,

As a realtor, I will definitely benefit from the 380 bypass and it will save time and money when I am doing business in that area in the future. I fear for my life every time I have to get on the existing 380 so will definitely save a lot of stress as well.

While I am completely in favor of the new bypass, in looking at the options, I would really prefer that Option D is the choice for the road. This option displaces fewer people/animals/lifestyles and is the better route. Option C disrupts the home and community resource of the Veloz family (in particular) along with the bees which are a great environmental resource. It just makes sense to disrupt as little as possible for as many as possible.

Thank you for your time and consideration.

Note: Texas Law requires all real estate licensees give the following information about brokerage services

<https://media.ebby.com/iabs/?0597407>

Regards,

Nancy Spaans  
Ebby Halliday Realtors®  
Cell: 214.850.3583



***Your referral is the best compliment you could ever provide me!***

***Please leave me a testimonial...[click here](#)***

Helpful Resources:

**[EBBY HALLIDAY, REALTORS NORTH TEXAS INFORMATION GUIDE](#)**

**[Military On The Move Video Presentation](#)**

[The Ebby Experience](#)





**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Thursday, February 16, 2023 1:59 PM  
**To:** [REDACTED]  
**Subject:** RE: Proposed US380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** [REDACTED]  
**Sent:** Thursday, February 16, 2023 1:29 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Proposed US380 Bypass

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.

Stephen,

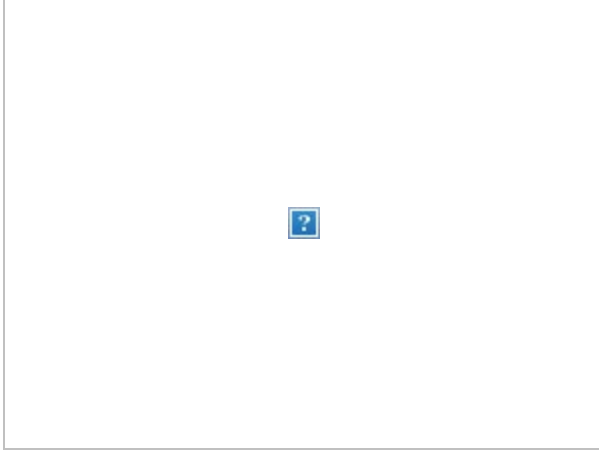
I am writing in opposition to the current alternative to the proposed road bypass for US 380 from Coid Rd to 1827. Specifically, the proposed "Blue Alternative", which includes segments A+E+C, which will result in major disruption to residences, businesses and wildlife.

Segment C should be avoided because it:

- Causes more disruptions and displacements: Affects 29 residences, 15 businesses and 7 community resources; compared to 7 residences, 4 businesses, and 0 community resources for Segment D
- Destroys 71% more acres of forests and woodlands within one of the largest remaining forests in central Collin County
- Disturbs more wetland ecosystems that serve as a refuge for wildlife and are a suitable habitat for several threatened species (as determined by TxDOT).
- Opposed by Texas Parks and Wildlife (prefers Segment D)

- Worse traffic performance as expressed by lower traffic capacity, longer travel times, slower travel speeds, and more elevation changes.

Thank you for your consideration,  
Nansi Stretcher



**From:** Narendra Morum [REDACTED] >  
**Sent:** Wednesday, March 15, 2023 5:20 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Narendra Morum

**From:** Natalia Abramyan [REDACTED]  
**Sent:** Friday, March 10, 2023 11:25 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Natalia Abramyan

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:54 AM  
**To:** natalie tramel [REDACTED]  
**Subject:** RE: Route D for Collin County

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** natalie tramel [REDACTED]  
**Sent:** Friday, February 17, 2023 8:22 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Route D for Collin County

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.

Hello,

Please consider Route D, and when doing so please consider what the forested area and open land with trees and shrubbery does for the environment, the air quality, the ecosystem of the area. Do not make the same mistakes other counties have. Please consider Route D.

Regards,  
Natalie

**From:** Nicholas Pitts [REDACTED]  
**Sent:** Tuesday, March 28, 2023 8:50 PM  
**To:** Stephen Endres  
**Subject:** NO To Segment A

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.

Hello Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, **Segment B**, that will **cost less**, reduce the tax burden on McKinney residents, **destroy fewer businesses and homes**, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

In Good Health,  
Nic Pitts

**From:** Nicholas Pitts [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:12 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Nicole Kietzke [REDACTED]  
**Sent:** Friday, March 10, 2023 5:17 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you ,  
Nicole kietzke

Sent from my iPhone



**From:** Nicole M [REDACTED]  
**Sent:** Wednesday, April 5, 2023 1:09 PM  
**To:** Stephen Endres  
**Subject:** no to 380 A

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.

No to 380 bypass on route A  
6236 Rocca Valle Dr, McKinney, TX 75071  
nicole MacFadden

**From:** Nicole Rohrer [REDACTED]  
**Sent:** Tuesday, March 14, 2023 11:48 AM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Nicole Rohrer  
214-208-7588

Sent from my iPhone

**From:** Nikah Hart [REDACTED]  
**Sent:** Thursday, March 9, 2023 5:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Nikah Hart  
Concerned Stonebridge La Cima Haven resident

**From:** Noel Hernandez [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:29 PM  
**To:** Stephen Endres  
**Subject:** Opposition to the proposed US 380 bypass, segment A

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,

I have lived in the same home adjacent to HWY 380 for 17 years. Though I have embraced the change and growth, I do not welcome the added noise pollution and traffic the proposed segment A of the 380 bypass. I feel that this route is taking advantage of the current and established neighborhoods while leaving less developed areas to the west unscathed. The effects on the quality of life as well as the reduction in property values of long term residents need to be considered.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely

Noel Hernandez  
Cell: 214-837-8819

**From:** Nola Miley [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:51 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Nola Miley

1701 Woodway Drive  
McKinney, Texas 76071

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:00 AM  
**To:** David Counts [REDACTED]  
**Subject:** RE: Opposition to Segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** David Counts [REDACTED]  
**Sent:** Saturday, February 25, 2023 2:48 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Opposition to Segment A

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.

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of **Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Norm Counts  
8700 Grand Haven  
McKinney Texas 75071

**From:** Norwood Wilder [REDACTED]  
**Sent:** Thursday, April 6, 2023 10:18 PM  
**To:** Stephen Endres  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Opposition to HWY380 Alternate Routes

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,

I am writing regarding my opposition to HWY 380 Brown and Gold alternative routes (Segment B) due to immediate and long-term impacts to the Town of Prosper.

Therefore, I fully support the Prosper Council Resolution 2021-34 passed on July 13, 2021,

"...CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, INCLUDING THE NEW PROPOSED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS AS PRESENTED IN TXDOT' S US 380 EIS SCHEMATIC 30% DESIGN AND WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER; OPPOSING SAID ALIGNMENTS BECAUSE THEY ARE IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, AS MORE FULLY DESCRIBED IN THIS RESOLUTION; FINDING THAT SAID ALIGNMENTS ARE NOT CONSISTENT WITH THE TOWN' S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE."

I request that you also fully support this Resolution by strongly opposing any proposed alignment changes, including the new Gold and Brown alternative segment B alignments.

Warmest Regards,

Norwood Wilder  
2815 Majestic Prince St  
Celina, TX 75009

CC:

Texas House Representatives: Sanford, Holland, and Patterson Texas State Senator Springer Prosper  
Citizen Group Prosper ISD Board Prosper Town Council

Regards, Woody  
Sent from Woody's iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:30 PM  
**To:** Octavian Covaci [REDACTED]  
**Subject:** RE: US 380 Bypass from Coit Road to FM 1827, NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Octavian Covaci [REDACTED]  
**Sent:** Friday, February 24, 2023 7:27 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 Bypass from Coit Road to FM 1827, NO to Segment A, YES to Segment B

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.

### **NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Opposition to Segment A of the “Blue Alternative” is based on the following facts presented by TxDOT in their February 2023 Announcement:

1. Segment A destroys 27 businesses, 12 displacements and 2 homes currently. It will likely be more than that by the time the project is constructed whereas Segment B destroys no business, 7 displacements, and 5 homes.



2. The cost of Segment A right of way acquisition estimated today is \$957.8 million compared to \$888.8 million for Segment B. It is likely to reach more than \$1 billion by the time the project is constructed based on current construction projects which are not counted in the current TxDOT estimates.
3. The proposed Blue Alternative which includes Segment A calls for \$120 million from the City of McKinney for right of way acquisition which will be an unplanned tax burden to McKinney taxpayers. The amount of that tax burden quite likely will increase as the cost of ROW acquisitions and related expenses increase.
4. Segment A will have a significant detrimental impact on Stonebridge Ranch and Tucker Hill which border the proposed construction of Segment A. It will create major traffic disruption, increased noise, and increased health and environmental problems, not to mention the impact on schools, morning and afternoon traffic, and school zones divided by US380 Segment A.

In addition this will negatively impact my property value and my health due to the noise/air pollution which will dramatically increase since my property is located at the corner of Custer and US380.

Thank you for taking the time to consider this letter and my position.

Sincerely  
Octavian Covaci

---

A Texas Department of Transportation message



**From:** oliver cromwell [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:29 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

The figures you presented at last years meeting showed Option A was millions of dollars less expensive than Option B. What has changed? At the meeting no one could tell me how or why your figures changed. The only answers or reasons were, "its because of Main Gait" and that Option B went through the " Darling Homestead". These sir, are not reasons to spend millions more of tax payers money and disrupt hundreds more of households and businesses unnecessarily.

SBR has over 9500 homes, which is the largest HOA in Texas and many of the residents are prepared to legally oppose this option.

Thank You

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Tuesday, February 14, 2023 4:17 PM

To: olivia Zhang [REDACTED]

Subject: RE: Opposed to route C

Your comments will be added to our public hearing summary.

-----Original Message-----

From: olivia Zhang [REDACTED]

Sent: Tuesday, February 14, 2023 3:45 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: Opposed to route C

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.

Building this new rode will affect so many things! My friends horse lives in a barn near and it will affect it so much we might need to find a new barn and are we not gonna talk about the oasis. I understand building the basic roads but this is unnecessary and is gonna cause a lot of damage. That's why I am saying I am in favor of route D and opposed to route C

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, March 7, 2023 8:30 AM

To: Pam Dyson [REDACTED]

Subject: RE: US 380 ByPass

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Pam Dyson [REDACTED]

Sent: Monday, March 6, 2023 5:34 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: US 380 ByPass

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.

I live in Willow Wood - 5217 Prospect Street Please reject option C.

I'm voting for Option D

Sent from my iPad

[A Texas Department of Transportation (TxDOT)

message]<[https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-fety%2Ftraffic-safety-)

[campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Ccad0dac20fcb4a3c512f08db1f1c4160%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638137978477794739%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=T0hXhco2SjutKyvCQxj1t6BcwQhd0s5Yvslc8IEKBwQ%3D&reserved=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-fety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Ccad0dac20fcb4a3c512f08db1f1c4160%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638137978477794739%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=T0hXhco2SjutKyvCQxj1t6BcwQhd0s5Yvslc8IEKBwQ%3D&reserved=0)>

**From:** Pam Smith [REDACTED]  
**Sent:** Thursday, March 9, 2023 6:48 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Pamela Wadsworth [REDACTED]  
**Sent:** Wednesday, March 15, 2023 8:33 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Pamela Wadsworth

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:49 AM  
**To:** Pamela Weslocky [REDACTED]  
**Subject:** RE: Highway 380 Bypass Option D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Pamela Weslocky [REDACTED]  
**Sent:** Sunday, February 19, 2023 10:37 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Highway 380 Bypass Option D

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.

Greetings,

I am writing to express my concern for the Highway 380 Bypass Route C option. It will be catastrophic. Not only would this option destroy many, many beloved homes and businesses, but human beings, livestock, and other domestic animals, not to mention the surrounding wildlife and beautiful nature that the community enjoys so much. There are historic hundred year old peach, pecan, and plum trees in this section. Hay is grown and cut here for rescue animals who live on this land. We live in a fast-paced world, and it is so wonderful to have an escape as close as McKinney to enjoy.

Folks from all over north Texas enjoy what McKinney and the McKinney countryside has to offer. Route C will forever change this, and these communities will suffer, particularly in the areas of Route C containing sections 416, 417, 418, 419, 420, and 421. Many residents from McKinney

and other surrounding communities enjoy the ranch life, and families, at-risk youth, and church ministries alike love to learn about nature, wildlife preservation, agriculture, biology, equine management, and more in these areas.

Please consider Route D as an alternative to Route C. The environmental impact assessments have already been completed for Route D, which is no easy, quick, or cheap task. There are also substantially less homes and businesses **which** are affected through Route D. Six community recourses will be affected by Route C, whereas none will be affected by Route D.

I certainly hope the right decision will be made, **trusting that you are smart, good stewards of the trust and confidence that has been placed in you as representatives of the people, and that you care deeply about the community of McKinney and its surrounding areas.**

Thank you for your time and consideration. Remember - "C=CATASTROPHIC, D=DECENT."

Pamela Weslocky  
Collin County Resident  
913 Glen Rose Drive  
Allen, TX 75013





**From:** Pat Armstrong [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:21 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

Pat Armstrong  
Fathom Realty  
Cell- 214-551-0161  
[REDACTED]  
[REDACTED]



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**

**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.

Comments: I FULLY AGREE WITH  
THE PREFERRED ALTERNATIVE  
LINKS SEGMENT A, B & C

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

PAT JUSTICE

Address:

4301 GLACIER POINT COURT

Apartment, suite, etc.

City/State/Zip:

PROSPER, TX 75078

**From:** Pat Norton [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:01 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from [Mail](#) for Windows

**From:** Pat Wykoff [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:52 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Pat WyKoff

Sent from my iPhone

**From:** Patta Dietz [REDACTED]  
**Sent:** Thursday, March 23, 2023 4:02 PM  
**To:** Stephen Endres  
**Subject:** No bypass in Prosper

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,

My husband and I have been residents of Prosper since 2012. We love the Whitley Place neighborhood where we live and purposely chose the neighborhood because it was not adjacent to a major highway. We dismissed other neighborhoods because of their proximity to major roadways. We planned ahead and so did Prosper. 380 can be widened. Prosper is a small town in square miles and a bypass through it would greatly diminish the town's appeal to potential residents as well as negatively affect our own property. I oppose the bypass through Prosper because:

- It will be very disruptive to our neighborhood as well as others in the area.
- The environment will greatly be impacted by noise as well as the pollution associated with a major roadway.
- Mane Gait therapeutic riding center will be negatively affected. Horses, children with special needs, as well as veterans go to Mane Gait in part to get away from sensory overload like what is produced by a major highway.
- Increased traffic will disrupt our neighborhood schools.
- Prosper, which covers a relatively small area by city standards, would be divided by a busy, loud highway.

Please keep 380 on 380 or consider Option A so our lovely community will be preserved.

Thank you for you time and thoughtful consideration.

Patricia Dietz  
4100 Chimney Rock Dr.  
Prosper, TX 75078

Sent from my iPad

**From:** patty.graham [REDACTED]  
**Sent:** Monday, March 27, 2023 7:03 PM  
**To:** Stephen Endres  
**Subject:** Hwy 380 Comments: Option "A" Makes No Sense

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.

Hello Mr. Endres,

I am writing as a concerned community member at 2605 Addison St. in Tucker Hill. I do not understand, logically speaking, why Option A was selected as the best solution for Hwy. 380. The cost of Option A vs. Option B should make it prohibitive! It seems McKinney's politicians were out maneuvered by Prosper's politicians, and Prosper was able to protect projects yet to be developed. As a result, the EXISTING neighborhood of Tucker Hill will be significantly impacted by the Hwy. 380 project! I believe the fatal flaw in all of this is the acoustic study done as part of TXDOT's environmental study. It does not truly reflect the amount of noise exposure the Tucker Hill neighborhood will be exposed to each day from 12 lanes of freeway traffic passing by at 70 mph or more!

TXDOT's recommendation of Option A over Option B ignores the findings of the environmental study, applies criteria to support this decision (A over B) inconsistently from other sections of the 380 project (C vs D), is **fiscally irresponsible to Texas taxpayers**, and places an unsupportable financial burden on the City of McKinney and its taxpayers.

I implore TXDOT to reconsider the location of the 380 expansion. If, however, Tucker Hill's fate is sealed, I think TXDOT should help bear the cost of moving our front entrance to Stonebridge Dr, by helping put in that road before any road work is started at the 380/Tremont entrance. I also think Tucker Hill should be surrounded appropriately by sound barriers and appropriate landscaping which will protect the neighborhood from all the noise pollution produced by the new 380 freeway!

Thank you,

Patricia Graham

Sent with [Proton Mail](#) secure email.

**From:** patty.graham [REDACTED]  
**Sent:** Thursday, April 20, 2023 10:32 AM  
**To:** Stephen Endres  
**Subject:** 380 Expansion: Comments Against Option A  
**Attachments:** [380 Comment Letter.pdf](#)

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.

Hello Mr. Endres,

Attached you will find a letter which addresses many reasons why selecting the Segment A option is so flawed. I have made comments and questions throughout the document, and I am requesting a response to each of them from TXDOT.

I think this project is a fatal option to the already established Tucker Hill neighborhood, of which I am a resident. It will have a long term negative impact on my community. I moved to this neighborhood after retiring, and spend a great deal of time at home. I enjoy my backyard and walking my dogs daily. These activities will be much less enjoyable with a freeway in my "backyard". I implore TXDOT to abandon the Segment A option.

Thank you in advance for your attention to my comments. I also appreciate that you extended the 380 comment period.

Sincerely,

Patricia Graham  
2605 Addison St  
McKinney, TX 75071

Sent with [Proton Mail](#) secure email.

**From:** Patrick Hernandez [REDACTED]  
**Sent:** Monday, March 20, 2023 5:31 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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 and/or Whom It May Concern,

I am a homeowner in McKinney, and I strongly oppose the construction of Segment A for the 380 project. I understand that something needs to be done, but don't understand how Segment A is the solution. Based on my understanding Segment A will affect far more households, especially in the subdivisions of Stonebridge and Tucker Hill, as well as several businesses and has a higher cost.

I strongly support the alternate option of Segment B the US 380 Bypass from Coit Road to FM 1827. It is the less expensive option for taxpayers, ultimately affects fewer households and businesses and allows for better traffic flow during construction.

Sincerely,  
Patrick Hernandez



**From:** [REDACTED]  
**Sent:** Tuesday, March 14, 2023 2:09 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Stephen, We appreciate what ya'll do for N. Tx mobility!

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**'YOUR' Independent Tax Advantaged Health Care Financing Consultant!**

[REDACTED] | #972-529-2929 P O Box6383 McKinney, TX 75071

**Confidentiality and Disclaimer:** This email contains information intended for the recipient only. Dissemination, publication, or copying of this email is prohibited. The sender does not accept any responsibility for any loss, disruption, or damage to your data or computer system that may occur while using data contained in, or transmitted with this email. If you have received this email in error, please notify us immediately by return email. All email typically receive a return response within 24 hours. However, should you not received a response within this time frame, please call me.

---

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, January 30, 2023 11:41 AM  
**To:** Barada Paul [REDACTED]  
**Subject:** RE: US380EIS: Segment B consideration request

Your comments will be included in public hearing summary.

---

**From:** Barada Paul [REDACTED]  
**Sent:** Thursday, January 26, 2023 5:29 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380EIS: Segment B consideration request

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.

Hi Mr. Stephen,

My name is Paul Barada and my company name is S. A. Paul Enterprise who owns the land NEC of US Highway 380 and Walnut Grove. I see the Schematic or segment A passing through on my property. If it happens then I would lose high quality tenants and I cannot afford to lose the valuable land. I already designed the multi-tenant shopping center and I have multi-million dollars debt on this property and cannot afford to lose my property.

Secondly, I see there are two Segments (alternative routes) like A and B. I think the city of McKinney passed the resolution Segment B last year. I would suggest Segment B is the best option because it will be less displacement for the businesses and residential. I oppose TXDOT's decision if Txdot decide to move Segment A option. Please consider the alternative option Segment B. You can reach me anytime for my concern

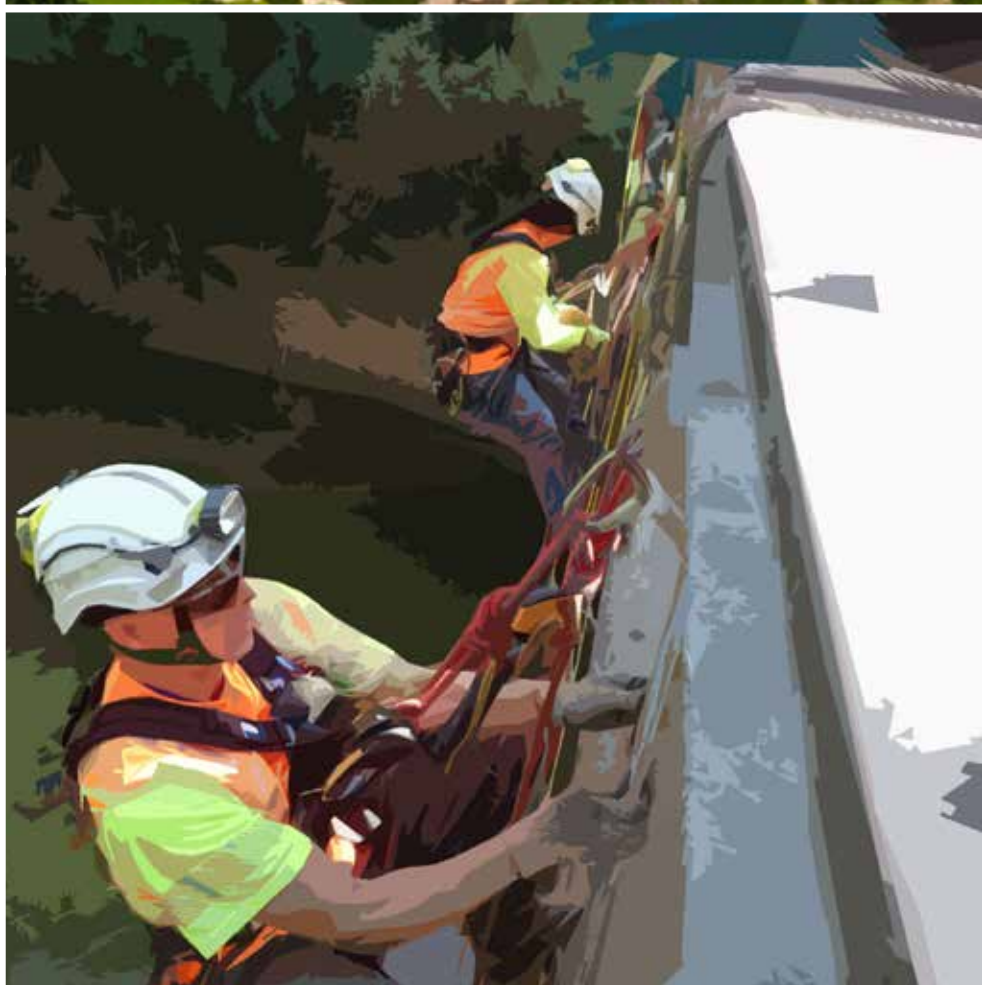
Thanks Paul

214-9864538



# TEXAS TRANSPORTATION FUNDING

Fiscal Years 2022-2023



TxDOT State Legislative Affairs



TxDOT Federal Affairs



## INTRODUCTION

The development and delivery of a transportation project may take many years from conception to completion. Most projects move through several phases from the public involvement, environmental analysis, design, engineering, and right-of-way acquisition phases to the physical construction of projects. However, before the Texas Department of Transportation (TxDOT) can make any financial commitment to developing and delivering a project, available funds must be identified. A project's eligible funding sources may vary depending on its scope and associated constitutional or statutory funding restrictions.

For years, traditional funding from state and federal gas tax revenues sufficiently met the needs of the state highway system. Over time, however, these revenues failed to meet the transportation needs of the state's growing population and the mobility needs of the traveling public. To address the increased demand on the state transportation system and the diminishing purchasing power of gas tax revenues, the Texas Legislature provided TxDOT with several financing instruments to advance projects more quickly, as opposed to paying for projects on a cash basis as the money became available. The available proceeds from using these bonding tools in the early 2000s [Proposition 14 State Highway Fund Bonds (\$6 billion), Proposition 12 Highway Improvement General Obligation Bonds (\$5 billion), and Texas Mobility Fund Bonds (\$7.4 billion)] were fully allocated to existing projects

and have been spent. In the last session, however, the Texas Legislature passed House Bill 2219 (87<sup>th</sup> Legislature, Regular Session, 2021) to allow TxDOT to issue approximately \$2 billion in Texas Mobility Fund Bonds until January 1, 2027. This estimate includes a revision in the revenue forecasts, and other factors are minimizing the capacity of these potential future bond issuances.

In addition to bond programs provided in earlier legislative sessions, the Texas Legislature more recently, with voter approval, provided two constitutional, non-traditional sources of funding known as Proposition 1 (2014) and Proposition 7 (2015). Under Proposition 1, TxDOT receives a certain amount of the state's oil and natural gas production (severance) tax revenue. Proposition 7 funds are derived from state sales and use taxes as well as motor vehicle sales and rental taxes. These non-traditional funding sources are only available for the development, delivery, and maintenance of roadway projects, other than toll roads, on the state highway system.

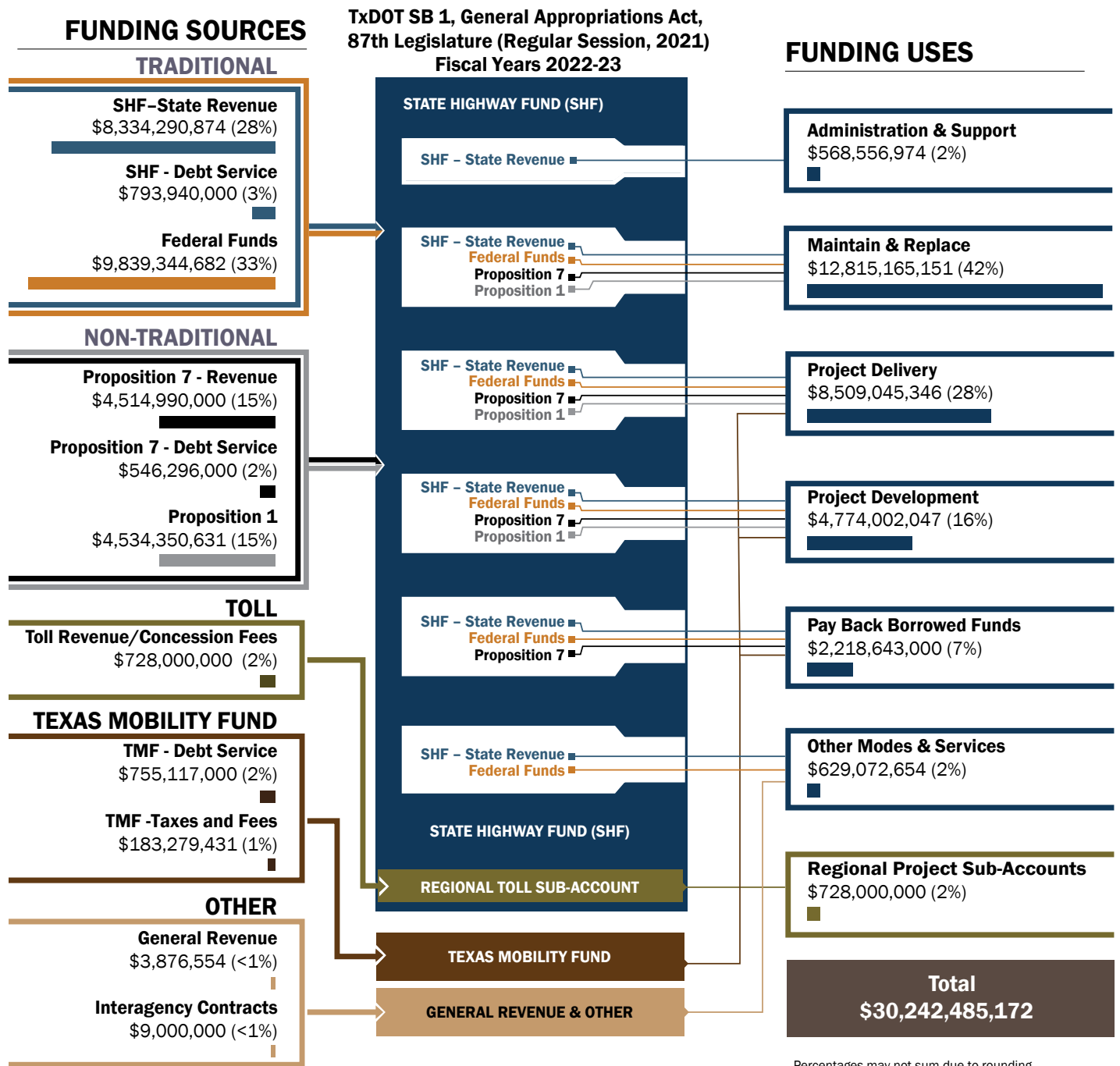
This brochure explores the history and uses of these funds and financing tools as well as a summary of TxDOT's Fiscal Year (FY) 2022-2023 budget. This edition of TxDOT's Funding Brochure also examines the diminishing capacity of issuing Texas Mobility Fund Bonds and the increase in appropriations to fund local projects with TxDOT's most flexible funding sources.





Figure 1 provides an illustration of TxDOT’s bill pattern in the FY 2022-2023 General Appropriations Act (87<sup>th</sup> Legislature, Regular Session, 2021). TxDOT’s budget includes a variety of funding sources on the left and the diagram shows the types of revenue sources that fund TxDOT’s projects and operations.

**Figure 1**



## The State Highway Fund

The State Highway Fund, or “Fund 6,” is TxDOT’s primary funding source and receives revenues from taxes and fees. Most of these revenues (motor fuel and lubricant taxes and motor vehicle registration fees) are dedicated by Section 7-a, Article VIII, Texas Constitution, to fund the acquisition of state right of way, construction, and maintenance of public roadways. Funds constitutionally-dedicated for the purpose of supporting public roadways may not be spent on other modes of transportation such as rail projects, public transportation, aviation services, or Gulf Intracoastal Waterway improvements.

The State Highway Fund also contains subaccounts for Propositions 1 and 7 funds, State Infrastructure Bank (SIB) funds, regional subaccounts with toll and concession revenue from Comprehensive Development Agreements (CDAs). State law requires toll and concession revenues only to be used on projects within the region of the project generating the funds.

The State Highway Fund main account receives the following revenues:

- State Motor Vehicle Fuels Tax [20 cents per gallon total, 25 percent (5 cents) goes to Available School Fund]\* (see Figure 2)
- Federal highway\* and other agency reimbursements (includes federal fuel tax) (see Figure 2)
- Vehicle Registration Fees\*
- Other, smaller revenues such as lubricant sales taxes,\* permit fees for special vehicles, fees, and interest\* on certain funds
- Local project participation funds

State Highway Fund subaccounts hold the following:

- Proposition 1 funds\*
- Proposition 7 funds\*
- SIB loan repayments and interest
- Regional toll revenue and revenue from CDAs

\* Indicates revenues that are dedicated by the Texas Constitution and state law to public roads on the state highway system.

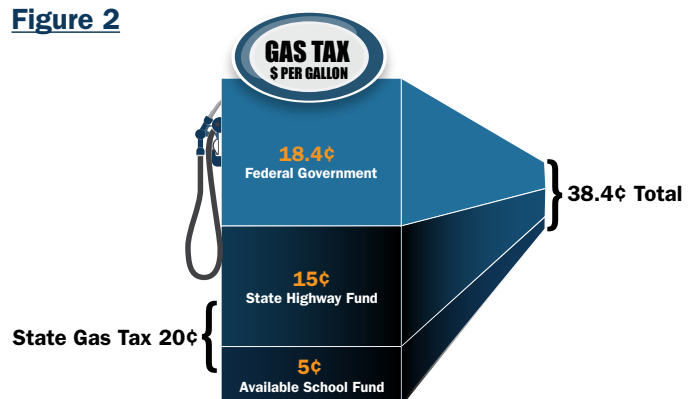
Federal funds, which comprise roughly one-third of TxDOT’s two-year budget, are deposited in the State Highway Fund. The state’s General Appropriations Act (GAA) includes federal funds in TxDOT’s budget as estimated reimbursements for payments on projects that meet certain federal requirements. In other words, the state budget appropriates federal funds after the projects have been built, paid for, and reimbursed back to TxDOT.

At the federal level, revenue collected from the federal tax on gasoline and diesel is deposited in the Highway Trust Fund. Highway Trust Fund dollars are then distributed to states in amounts primarily determined by highway and transit formulas, in addition to discretionary allocations. For decades, federal aid for highways was supported solely by tax and fee revenue deposited in the Highway Trust Fund. Since 1993, the federal motor fuels tax rate has remained at 18.4 cents per gallon of gasoline (see Figure 2) and 24.4 cents per gallon of diesel fuel. These collections have not kept up with the rising demands on the nation’s transportation system. Therefore, since 2008, Congress has supplemented the Highway Trust Fund with federal general revenue to add to federal gas tax collections.

TxDOT recently received federal funding from the Coronavirus Aid, Relief, and Economic Security (CARES) Act (2020), the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) (2021), and the American Rescue Plan Act (ARPA) (2021) to help offset lost revenue as a result of COVID-19 by providing funding for the Highway Infrastructure Program, transit and ferry services, and aviation grants.

The Infrastructure Investment and Jobs Act (IIJA) was enacted on November 15, 2021. The IIJA provides a five-year reauthorization of federal highway, highway safety, transit, and rail programs for federal fiscal years 2022 through 2026. Please visit the TxDOT Federal Affairs website for more information on the Infrastructure Investment and Jobs Act.

**Figure 2**



## Proposition 1

In November 2014, 80 percent of Texas voters approved a ballot measure known as Proposition 1, which authorized a constitutional amendment for transportation funding. The amendment directs a portion of existing oil and natural gas production taxes (also known as severance taxes) to be divided evenly between the Economic Stabilization Fund and the State Highway Fund. Under Section 49-g(c), Article III, Texas Constitution, the funds deposited to the State Highway Fund may only be used for constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.

Figure 3 illustrates the method of calculating Proposition 1 transfers to the State Highway Fund. It begins with a preset collection threshold consisting of the net amount of FY 1987 oil and natural gas production tax levels. Oil production tax revenues in FY 1987 were \$531.9 million and natural gas production tax revenues in the same year were \$599.8 million, resulting in a net amount of \$1.13 billion. One-quarter of total severance tax collections above the 1987 threshold are deposited in the state’s General Revenue Fund. Since the passage of Proposition 1, the remaining 75 percent of severance taxes has been evenly divided between the Economic Stabilization Fund and the State Highway Fund.

Currently, state law requires the Texas Comptroller of Public Accounts (comptroller) to determine the sufficient

balance threshold of the Economic Stabilization Fund by calculating seven percent of certified, general revenue-related appropriations made for the fiscal biennium. If the amount in the Economic Stabilization Fund is less than seven percent of the general revenue related appropriations made in the fiscal biennium, the comptroller must reduce the allocation to the State Highway Fund and increase the allocation to the Economic Stabilization Fund, in an equal amount, until the balance in the Economic Stabilization Fund reaches the required threshold.

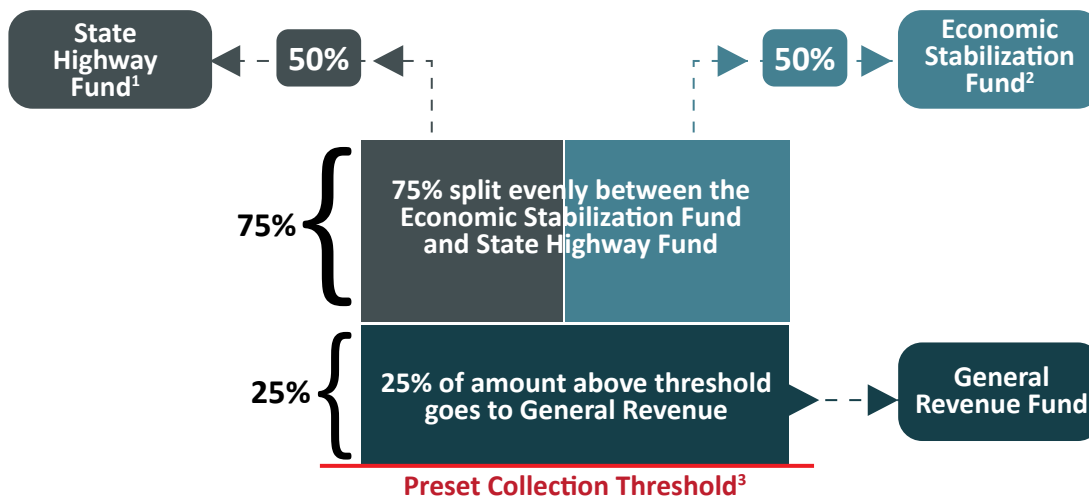
Since FY 2015, a total of \$9.69 billion of Proposition 1 funds has been deposited into a subaccount within the State Highway Fund. In November 2021 (FY 2022), the State Highway Fund received a Proposition 1 deposit of \$1.46 billion. The comptroller estimates TxDOT will receive a Proposition 1 deposit of \$2.43 billion in FY 2023. A \$2.08 billion transfer is projected in FY 2024 based on the FY 2023 oil and natural gas production revenue levels estimated by the comptroller. Beyond FY 2024, for planning purposes, TxDOT estimates a 10-year average.

Proposition 1 deposits to the State Highway Fund will expire in 2034, and the last transfer will occur in FY 2035, unless a future legislature votes to extend it.

### Figure 3

#### Proposition 1: Texas Oil & Gas Production Taxes Above Threshold

Proposition 1 funds transfers are set to expire after the Fiscal Year 2035 transfer (December 31, 2034), unless a future legislature votes to extend them.



1. Actual amounts deposited in the State Highway Fund may vary based on the sufficient balance of the Economic Stabilization Fund determined by the Texas Comptroller of Public Accounts. The sufficient balance threshold of the Economic Stabilization Fund is to be set at an amount equal to seven percent of the certified general revenue-related appropriations made for the state fiscal biennium.
2. The Economic Stabilization Fund is also known as the Rainy Day Fund.
3. Preset collection threshold is set at 1987 oil and natural gas production tax levels: \$531.9 million in oil production tax revenues and \$599.8 million in natural gas production tax revenues.

## Proposition 7

Proposition 7, a constitutional amendment passed by 83 percent of voters in 2015, authorized increased funding for the state highway system. Under the amendment, a portion of sales and use taxes as well as a smaller portion of motor vehicle sales and rental taxes may only be used pursuant to Section 7-c, Article VIII of the Texas Constitution, to (1) construct, maintain, or acquire rights-of-way for public roadways other than toll roads and 2) the legislature may appropriate Proposition 7 funds to pay for the debt service on Proposition 12 Highway Improvement General Obligation Bonds.

As illustrated in Figure 4, Proposition 7 has two components. The first component requires the comptroller to deposit into the State Highway Fund up to \$2.5 billion of the net revenue from state sales and use tax that exceeds the first \$28 billion of revenue coming into the state treasury every fiscal year. The second component of Proposition 7 dictates that when state motor vehicle sales and rental tax revenues exceed \$5 billion in each fiscal year, the comptroller must transfer 35 percent of the revenue above the first \$5 billion collected to the State Highway Fund.

Proposition 7 has features to allow for both the extension and the retention of fund transfers to the State Highway Fund. For instance, the state constitution allows the legislature, by a record vote of a majority of the members of each chamber, to extend either of the expiration dates of the two Proposition 7 provisions relating to the transfer of 1) state sales and use taxes and 2) motor vehicle sales and rental taxes for 10-year increments. Additionally, the

constitution allows the legislature, by a record vote of two-thirds of the members of each chamber, to reduce the revenue deposited in the State Highway Fund under either provision (with the reduction made in the state fiscal year in which the legislature’s resolution is adopted or in either of the following two state fiscal years), provided that the reduction is not more than 50 percent of the amount that would otherwise be deposited in the State Highway Fund in the affected state fiscal year. The ability of the legislature to reduce Proposition 7 fund transfers creates some uncertainty in planning long-term construction projects.

The State Highway Fund has received deposits totaling \$10 billion in Proposition 7 funds from state sales and use tax revenues. The comptroller estimates that a total of \$5 billion of Proposition 7 funding from state sales and use tax will be available for new transportation projects in the FY 2022-2023 biennium (\$2.5 billion each fiscal year).

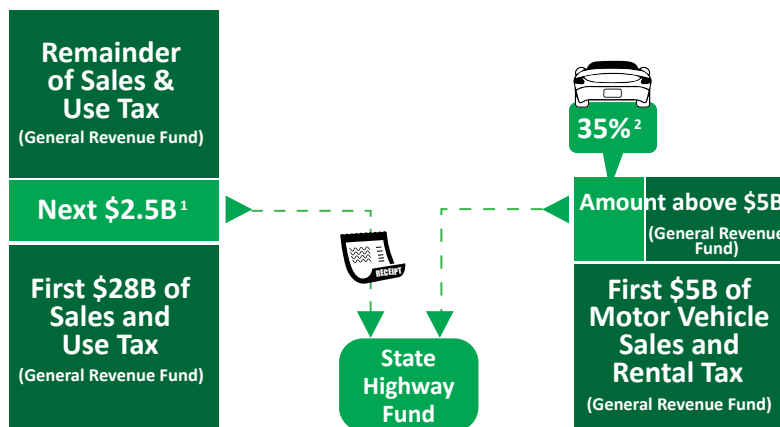
In the summer of 2021, the comptroller deposited \$237 million in state motor vehicle sales and rental tax revenue into the State Highway Fund for the first time. The comptroller estimates a \$297.4 million deposit of motor vehicle sales and rental tax revenue in FY 2022 and \$337.8 million in FY 2023 to the State Highway Fund will occur during the FY 2022-2023 biennium.

The first component of Proposition 7 (sales and use tax) expires August 31, 2032, and the second component (motor vehicle sales and rental tax) took effect on September 1, 2019 (FY 2020) and expires August 31, 2029.

**Figure 4**

### Proposition 7: Sales & Use Tax; Motor Vehicle Sales & Rental Tax

Proposition 7 funds (Sales & Use Tax) are set to expire August 31, 2032. Proposition 7 funds (Motor Vehicle Sales & Rental Tax) are set to expire August 31, 2029 unless a future legislature votes to extend or eliminate the dates.



1. This transfer of funds to the State Highway Fund took effect September 1, 2017 (FY 2018).

2. This transfer of funds to the State Highway Fund became eligible to take effect beginning with the state fiscal year starting on September 1, 2019 (FY 2020).





## STATUTORILY AUTHORIZED USES OF FUNDING STREAMS

TxDOT created the following chart to assist with identifying some of the limitations and available uses of its multiple funding sources.

**Figure 5**

FUNDING SOURCE	PROJECT TYPE							
	Highways (Non – Tolled)	Highways (Tolled)	Rail (Passenger)	Rail (Freight)	Transit (Public)	Aviation (Public)	Ports (Outside Gates)	Ports (Inside Gates)
Proposition 1 Funds	✓							
Proposition 7 Funds	✓							
State Highway Fund (Dedicated) <sup>1</sup>	✓	✓						
Texas Mobility Fund <sup>2</sup>	✓		✓		✓	✓	✓	
State Highway Fund (Non-Dedicated) <sup>3</sup>	✓	✓	✓	✓	✓	✓	✓	
General Revenue <sup>4</sup>	✓	✓	✓	✓	✓	✓	✓	✓

*Non-constitutionally dedicated State Highway Fund revenues are fully committed and unavailable for new purposes without impacting the current uses noted above.*

1. State Highway Fund (Dedicated) includes traditional sources of funding dedicated by the Texas Constitution and consists of state motor fuel and lubricant taxes, motor vehicle registration fees, and interest earned on dedicated deposits. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of these federal funds may at times be used for other modes of transportation.
2. The Texas Constitution allows for the use of Texas Mobility Fund revenues and bond proceeds to develop and construct state highways and other public transportation projects.
3. State Highway Fund (Non-Dedicated) includes very limited revenue sources that are designated by statute but not the Texas Constitution. These limited revenue sources are further constrained by an annual, statutorily required transfer of approximately \$150 million, which backfills the Texas Mobility Fund’s loss of Certificate of Title Fees. Many multimodal transportation services have received level funding for decades because of the limited availability of non-constitutionally dedicated funds.
4. State general revenue can be used on all forms of multimodal transportation in order to pay for exceptional items or legislative directives where other revenues are unavailable due to restrictions or have already been fully obligated.





## FUNDING CHALLENGES AHEAD

The development and delivery of transportation projects requires long-term planning and the careful fiscal management of revenues and expenditures for TxDOT to make progress payments on construction projects that last over several years. For this reason, TxDOT staff must carefully plan projects to ensure future funds will support both the progress payments on existing projects while still maximizing funding to support as many new projects as possible and the development of future projects based on state and local needs. This section of the funding brochure reviews some near-term challenges that TxDOT anticipates will need to be addressed to maintain its current level of operation.

### Proposition 1 and 7 Sunset Dates

While Proposition 1 and 7 funds contribute to the funding of Texas roadway projects, predicting their contributions over time presents challenges in forecasting long-term construction projects. Therefore, near-term construction contract letting will require close attention to ensure the appropriate funds are available for progress payments on projects as invoices become due.

In 2019, the 86<sup>th</sup> Legislature extended the expiration date of Proposition 1 funds from FY 2024 to FY 2034, which gave TxDOT a wider window of time in which to plan projects at near-current funding levels. This window of time is important because it fully covers TxDOT's current 10-year planning document, the Unified Transportation Program (UTP). Additionally, Proposition 1 funds are more volatile and difficult to estimate within a short time frame than other funding sources.

Proposition 7 has two revenue components, each with its sunset date. They include 1) funds from state sales and use taxes, which expire at the end of FY 2032 and 2) funds from motor vehicle sales and rental taxes, which expire at the end of FY 2029. Although TxDOT was first eligible to receive motor vehicle sales and rental tax revenue in FY 2020, due to the loss or delay of revenues from the pandemic, TxDOT did not receive its first deposit until FY2021.

assessing the need for an extended expiration time frame remains critical as the opportunities to change the dates occur only biennially based on when the legislature convenes. Further, TxDOT only began receiving motor vehicle sales and rental tax revenue in the past year as sales have just recently met the threshold after two years of eligibility. The extension of Proposition 1 and 7 expiration dates would maximize fiscal predictability as well as maintain a trajectory of consistent planning and programming.

### Alternatively-Fueled Vehicles and Road User Fees

Alternatively-fueled vehicles use sources of energy other than gasoline or diesel and may include electric vehicles or hybrid gas and electric vehicles. As more Texans purchase alternatively-fueled vehicles, the expectation is that the state will experience a decline in the amount of revenue generated from its most reliable and stable source of revenue: revenue derived from state and federal motor fuels taxes. The number of alternatively-fueled vehicles registered in Texas has not yet reached a point to accurately project lost motor fuel taxes, according to the state's December 2020 publication, "Study on Imposing Fees on Alternatively Fueled Vehicles."<sup>1</sup> State and federal motor fuels taxes are considered fees in exchange for using the roadway and contribute to the maintenance of the roads and are sometimes referred to as "road user fees." Even though gas tax rates have not been raised since the early 1990s, gas tax still plays a prominent role in TxDOT's budget. Funds from the state gas tax are also deposited into the State Highway Fund on a monthly basis and in a predictable fashion, which allows TxDOT to make immediate payments and reliable funding forecasts. Alternatively-fueled vehicle users, however, either pay significantly less or no gas taxes to use the roads by the nature of their vehicles' use of non-gas energy sources. Currently, alternatively-fueled vehicle users do not pay any other form of a road user fee to make up for this discrepancy between alternatively-fueled vehicles and traditional gas and diesel vehicles. The decline in gas tax revenues caused by increased use of alternatively-fueled vehicles, as well as the diminishing purchasing power of motor fuel taxes as a result of not raising the gas tax to accommodate inflation, threatens one of the state's most stable sources of transportation revenue.

1. "Study on Imposing Fees on Alternatively Fueled Vehicles," prepared by the Texas Department of Motor Vehicles, et al. (in accordance with Senate Bill 604 of the 86<sup>th</sup> Legislature, Regular Session), (Austin, TX, 2020).

## Cost Drivers to Non-Dedicated Highway Fund and the Texas Mobility Fund

As mentioned earlier, this edition of TxDOT's Funding Brochure examines the diminishing capacity of issuing Texas Mobility Fund Bonds and the increase in appropriations to fund local projects with TxDOT's most flexible funding sources, which are both Texas Mobility Fund and non-dedicated State Highway Fund dollars.

Non-dedicated State Highway Fund dollars are TxDOT's most flexible source of state funding. **These dollars make up less than 2 percent of TxDOT's biennial appropriations.** TxDOT must rely on a certain level of flexible funding sources in order to secure matching funds for federal dollars, which allow local government entities (mostly rural) to obtain federal funding for multi-modal transportation services, including certain types of public transportation resources, aviation services, rail projects, and Gulf of Mexico waterway activities. Non-dedicated State Highway Fund dollars have traditionally supported these activities. Many of these projects and services have maintained the same level of funding over decades. This shortage of flexible funding requires TxDOT to ask the legislature for general revenue to support these additional items.

Non-dedicated State Highway Fund sources consist of special vehicle permit fees, the sale of magazine publications, motor vehicle certificates, land sales, legal judgments and settlements, certain reimbursements, and other fees, which totals approximately \$200 million each fiscal year. While these revenues gradually increase over time, so do the expenses.

The most significant impact to non-dedicated State Highway Fund dollars involves replenishing the Texas Mobility Fund. Constitutional and statutory requirements compel TxDOT to replace revenues from Certificate of Title Fees previously deposited directly into the Texas Mobility Fund and now deposited in the Texas Emissions Reduction Plan (TERP) Fund. House Bill 4472 (87<sup>th</sup> Legislature, Regular Session, 2021) remits a portion of these funds back to TxDOT for the purpose of congestion mitigation and air quality improvement projects in nonattainment areas and affected counties, but these remitted funds are not always eligible for multi-modal transportation services. The replenishment of these fees to the Texas Mobility Fund amounts to a loss of approximately \$150 million per year of non-dedicated State Highway Funds, the most flexible source of transportation funding. Texas Mobility Fund dollars are generally more flexible than most other revenue sources, but they are still not as flexible as non-dedicated State Highway Funds.

or statutorily required the expenditure of certain funds for projects that do not qualify for TxDOT's largest funding sources in the State Highway Fund. Therefore, TxDOT has used Texas Mobility Fund dollars to support the non-dedicated roadway requirements for miscellaneous public transportation expenditures.

Examples of these appropriations include, but are not limited to the following:

- \$125 million – Funding for county roads, which are not on the state highway system, that have been impacted by oil and gas production. While appropriations allow TxDOT to use available revenue to provide grants to counties, the Texas Mobility Fund is the only available source of funds that can provide these grants.
- \$32 million – Funding for the construction of specific, legislatively directed intelligent transportation systems on international bridges.
- Up to \$20 million per year – Funding for access to ports, which are outside the gates of the ports but may not be located on the state highway system.
- Various appropriations of \$5 - \$15 million – Funding for specific, legislatively-directed airport projects, including runways.

Many of these appropriations add new funding requirements that have reduced the flexible funding sources of the state and diminished the capacity of funds in the Texas Mobility Fund that may be used to issue more bonds. TxDOT and the state may need these bond proceeds to keep projects on schedule in years or biennia when revenues are less dependable than they are now.

## Conclusion

In conclusion, the Texas Legislature has provided TxDOT with a variety of funding sources over the years, and the funding supports its current transportation priorities. However, as Texas' population continues its dramatic growth, funding sources with greater flexibility are needed to address both existing as well as changing transportation needs.





## MISSION

Connecting you with Texas.

## VALUES

### People

People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

### Accountability

We accept responsibility for our actions and promote open communication and transparency at all times.

### Trust

We strive to earn and maintain confidence through reliable and ethical decision-making.

### Honesty

We conduct ourselves with the highest degree of integrity, respect, and truthfulness.

## VISION

A forward thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans.





Develop and operate an integrated transportation system that provides reliable and accessible mobility, and enables economic growth.

- Mitigate congestion.
- Enhance connectivity and mobility.
- Improve the reliability of our transportation system.
- Facilitate the movement of freight and international trade.
- Foster economic competitiveness through infrastructure investments.

### Preserve our Assets

Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.

- Maintain and preserve system infrastructure to achieve a state of good repair and avoid asset deterioration.
- Procure, secure, and maintain equipment, technology, and buildings to achieve a state of good repair and prolong life cycle and utilization.

### Promote Safety

Champion a culture of safety.

- Reduce crashes and fatalities by continuously improving guidelines and innovations along with increased targeted awareness and education.
- Reduce employee incidents.

### Value our Employees

Respect and care for the well-being and development of our employees.

- Emphasize internal communications.
- Support and facilitate the development of a successful and skilled workforce through recruitment, training and mentoring programs, succession planning, trust, and empowerment.
- Encourage a healthy work environment through wellness programs and work-life balance.



## GOALS AND OBJECTIVES

### Deliver the Right Projects

Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.

- Use scenario-based forecasting, budgeting, and resource management practices to plan and program projects.
- Align plans and programs with strategic goals.
- Adhere to planned budgets and schedules.
- Provide post-delivery project and program analysis.

### Focus on the Customer

People are at the center of everything we do.

- Be transparent, open, and forthright in agency communications.
- Strengthen our key partnerships and relationships with a customer service focus.
- Incorporate customer feedback and comments into agency practices, project development, and policies.
- Emphasize customer service in all TxDOT operations.

### Foster Stewardship

Ensure efficient use of state resources.

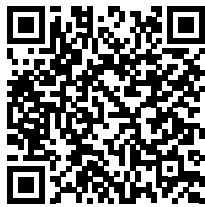
- Use fiscal resources responsibly.
- Protect our natural resources.
- Operate efficiently and manage risk.





**Educational Series**

<https://www.txdot.gov/government/legislative/state-affairs/educational-series.html>



**TxDOT Project Tracker**

<https://www.txdot.gov/inside-txdot/projects/project-tracker.html>



**TxDOT State Legislative Affairs**

<https://www.txdot.gov/government/legislative/state-affairs.html>



**TxDOT Federal Affairs**

<https://www.txdot.gov/government/legislative/federal-affairs.html>

**From:** Paul Bland [REDACTED]  
**Sent:** Tuesday, March 7, 2023 12:58 PM  
**To:** Stephen Endres  
**Subject:** US 380 from Coit Road to FM 1827 CSJs: 0135-02-065, 0135-03-053 and  
0135-15-002 Collin County, Texas  
**Attachments:** [funding-brochure-2022.pdf](#)

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,

I have a question two questions regarding the above:

1. What is the estimated cost of options A & B?
2. According to TXDOTs explanation of funding (see below) “before the Texas Department of Transportation (TxDOT) can make any financial commitment to developing and delivering a project, available funds must be identified”. Can you please confirm that these available funds are in place and where they are coming from?”

<https://ftp.txdot.gov/pub/txdot-info/fin/funding-brochure-2022.pdf>

Sent from my iPhone

**From:** Paul Bland [REDACTED]  
**Sent:** Friday, April 14, 2023 12:56 PM  
**To:** Stephen Endres  
**Cc:** Ceason Clemens  
**Subject:** Re: 380 bypass

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,

Thank you for extending the comment period. The DEIS is an incredibly long and technical document and laid out in a manner which is difficult for a layman like me to absorb. This puts me at a disadvantage so extending the time is appreciated and in line with TXDOT's stated goal and objective to be transparent, open, and forthright in agency communications.

I have re-read the DEIS materials. If there are additional materials I should be referring to as an impacted McKinney resident can you please transparently share what those are and where I can get access.

**Aside from my strong opposition to Segment A, I do not believe the case for this extension has been transparently made or that alternatives have been considered.**

I still cannot find anything in the DEIS that provides a build v no build analysis. On the contrary in the last few pages of the traffic section (Appendix I) you seem to be challenging something called the "TPP Corridor Analysis Package" and its projections about projected traffic increases. What is the TPP package? Where is the TPP package?

On page 5 of the executive summary of the traffic analysis (which is unhelpfully buried at the end of the 296 pages in a way that is not exactly transparent) it also says that traffic volumes for the build v no build case were not provided. Again the focus being on this TPP document.

The DEIS appears to do its own analysis of traffic volumes and projections but does not actually spell out a build v no build analysis. So in short, what is the case for build v not build? We seem to be leaping into a huge expense and disruption which increases noise and pollution at my home with no clear articulation of why the build option is so necessary versus a non build option.

Furthermore nor does the DEIS appear to consider, present or evaluate any alternative approaches to address the projected traffic growth the DEIS estimates. For example, there is absolutely nothing in it which considers greener public transport options. Why has that not been considered? I oppose accepting the implied assumption that the only way to address increased road traffic is to increase road capacity. Fair a compli.

All the analysis in the DEIS is about road options, with no broader traffic options. In my opinion this evidences a huge bias towards road building and lack of consideration to other transportation alternatives that would not be as damaging to the environment. Furthermore I believe there are flaws in the study regarding noise and air pollution and inappropriate mitigations to these. This narrow proposal is disappointing from TXDOT and its publicly stated mission of being "A forward thinking leader delivering mobility" and "enhancing quality of life for all Texans"

TXDOT's goals and objectives also publicly describe "Develop and operate an **integrated transport system**". I think Texas residents and Taxpayers deserve that to be the case. An integrated transport system that considers and integrates



various transport approaches or using  
not demonstrate that. It is more akin to a “Texas Department of Roads”.

As a resident of Tucker Hill, I thoroughly object to having the environment in which I live bulldozed and my life subjected to the impacts of increased noise and air pollution with no evident consideration of how to mitigate these impacts with other transportation options or investments in greener energy like increased charging stations to promote electric vehicle use which would mitigate these environmental impacts.

I apologize if my remarks seem critical but the proposal impacts my health and well being. As such I intend opposing this proposal with NEPA which requires that you consider the effects your proposed action may have on the environment, and the related social impacts. I do not agree you have not met that Standard.

In relation to your requirement to satisfy NEPA that you have considered the economic impacts, I do not agree that your proposal adequately meets that standard based on the significant extra expense associated with Segment A, versus B and the 15 existing businesses it displaces versus none in B.

Thank you for your time and inclusion of these public comments.

Paul Bland  
2809 Majestic Avenue  
McKinney

Sent from my iPhone

On Apr 3, 2023, at 6:35 PM, Paul Bland [REDACTED] wrote:

I am writing to request an additional extension of time to submit comments for the EIS as our lives, our homes, our health, and our safety will be potentially impacted daily by the actions of TxDOT. Our neighborhood leaders were waiting for a meeting with TxDOT engineers and experts to clarify some of our outstanding questions to help with our comments and after a month of waiting were told by TxDOT the meeting would no longer be an option. This has left us trying to sort out our study-related questions and hundreds of pages of analysis on our own over the past ten days. We have an outstanding list of questions regarding the noise and air pollution studies, mitigation, community impacts, traffic data, and the overall process. The city of McKinney has agreed to meet with our neighborhood leaders to help with our mitigation concerns, but that critical meeting, in order for us to submit proper comments, is pending a date that will likely not occur until after April 5.

Our comments over the past 7 years have largely been shaped by what we learn from the TxDOT engineers and experts. According to the NEPA process, we know that once the comments have been collected, those comments are what help to shape the next steps of the FEIS and ROD. While a meeting with TxDOT would still be our preference, if we are left to continue to sort this out independently, we need more time. We were only given notice that our questions would not be answered on March 20, 2023. As the regulation allows for a longer comment period if deemed necessary to ensure the public and other stakeholders have sufficient time to review and provide meaningful input on complex or contentious projects, I hope we as homeowners and taxpayers can be afforded this patience and grace as we aim to learn more, respond thoughtfully, and protect our families and communities.

## TxDOT Public Comment – Paul Borchard

A lot of confusion and frustration has been caused by TxDOT's process for choosing the location of the 380 bypass around McKinney (Coit-FM 1827). The A-E-D (purple) alignment was recommended following the feasibility study. Without adequate explanation or revealing any new/unknown information the A-E-C (blue) alignment has now been chosen as the preferred alternative.

The video and slides do not explain why different segments received different criteria for being selected. In the selection of segment A as part of the preferred alternative, the reasons include impacting fewer homes than the alternative segment, utilizing more of the existing US 380 alignment, and public concern. If these same criteria were used in the decision between segments C & D, then D would have to be the preferred segment. There are fewer homes on segment D than segment C. Segment D utilizes more of the existing US 380 alignment. D is also preferred by public comment. According to the TxDOT segment analysis matrix of those that commented on the east side segments (C & D) 70.0% opposed segment C (41.1+28.9) and of those who expressed a preference between segments C & D 60.6% preferred segment D over segment C  $[41.1/(41.1+26.5)]$ .

In the selection of segment C as part of the preferred alternative the reasons listed are: "Expected to draw traffic off FM 1827 by providing better connections to local roadways, impacts fewer major utilities, total segment cost is less than Segment D to construct, Minimizes impacts to 100-year floodplains and regulatory floodways." There is not a single overlapping reason or value which makes it difficult to understand what values are used to make these determinations between segments. Drawing traffic off FM 1827 is not within the purpose of the 380 project which makes it difficult to understand why it becomes the 1<sup>st</sup> reason for changing from segment D to C. The cost and floodplain challenges of

segment D are not new and were known at the time of the feasibility study. I fail to see the compelling reason for this shift.

Segment C not only greatly affects our family farm by destroying the peaceful setting but it affects us most by destroying the homes of several of our neighbors and disrupting the community of neighbors. Many of our neighbors will be forced to move and others will be on the opposite side of a freeway. Not only does segment C destroy and disrupt our community on County Road 338 but also destroys and disrupts a couple of communities along FM 2933. Segment D in comparison affects one community on Woodlawn Road and does not put neighbors on opposite sides of the freeway. If Segment D were moved just a few hundred feet to the east it could avoid destroying any homes along Woodlawn Road. Even without any adjustments Segment D has far fewer disruptions and displacements of both residences and businesses. (See map at bottom of document). I oppose Segment C. I support Segment D with a preference for a modified Segment D to avoid displacing residences along Woodlawn Road (unless that community would prefer an unmodified Segment D).

I attended both public meetings and tried to learn as much as possible and asked lots of questions etc. I pointed out a few errors and discrepancies in the Segment Analysis Matrix. Those at the public meeting specifically requested that I point out exact errors rather than just complain about vague errors. I will do this below. However, first I want to point out that while many of the errors are not deal breakers it leaves a very bad feeling about how much due diligence was made before shifting segments. This is especially true when this shift means the destruction of my neighbor's homes and our community.

Here are 3 errors I found after just one read through of the Segment Analysis Matrix:

1<sup>st</sup> Error:

2nd Page Engineering Category Total Segment length along Centerline (miles) line: Lists segment C as 4.7 miles and segment D as 4.9 miles,

then under key takeaways says, “Segment C is 0.2 miles longer than Segment D.”

Comment on the 1st Error:

I expect that 0.2 miles is not a big deal in the grand scheme of the project but it is such an easy error to point out that I used this to reference my dissatisfaction with the quality of the work. When I directed attention to this error at the public meeting, I got at least 2 different replies including “well obviously the takeaway is wrong” and “well they just inverted the numbers on the columns” Either of these would be easy mistakes but getting 2 different explanations means that at least one of them doesn’t actually know but is willing to make a quick conclusion that is not consistent with reality. Unfortunately, this is exactly the attitude that makes it feel that the quality of the research is lacking considering the gravity of the decision.

2<sup>nd</sup> Error:

3rd Page Displacements and Right-of-Way Requirements Category  
Amount of New Right-of-Way (ROW) Required (acres) line

Segment C without Spur 399 Ext. interchange 209.6 acres \$114.2M  
(quick math \$544,847.33/acre)

Segment D without Spur 399 Ext. interchange 228 acres \$118.9M (quick  
math \$521,491.23/acre)

Key Takeaways: “A major component of the estimates for ROW costs would be what TxDOT would need to pay for displaced residences and businesses. That is why you see when comparing Segments A to B and C to D, that Segments B and D would have greater acquisition costs for fewer acres of land.”

Comment on the 2<sup>nd</sup> Error:

This takeaway does not add up as Segment D has greater cost for more (not “fewer”) acres of land but has a lower (not “greater”) cost per acre. I

assume the greater cost per acre in segment C is due to having to pay for the greater number of displaced residences and businesses on Segment C.

3<sup>rd</sup> Error:

4th Page Environment and Natural Resources Protected Species and their Potential Habitats line

Key Takeaways: “Segment C is less impactful than Segment D as the area near Segment D includes floodplains where more forested and wetland habitats are located.”

Comment on the 3<sup>rd</sup> Error:

Anyone actually familiar with the area would expect to see more forest and wetland wildlife in the forests and wetlands surrounding Clemons Creek along segment C than the often-flooded pieces of cultivated land that make up much of the floodplain in segment D.

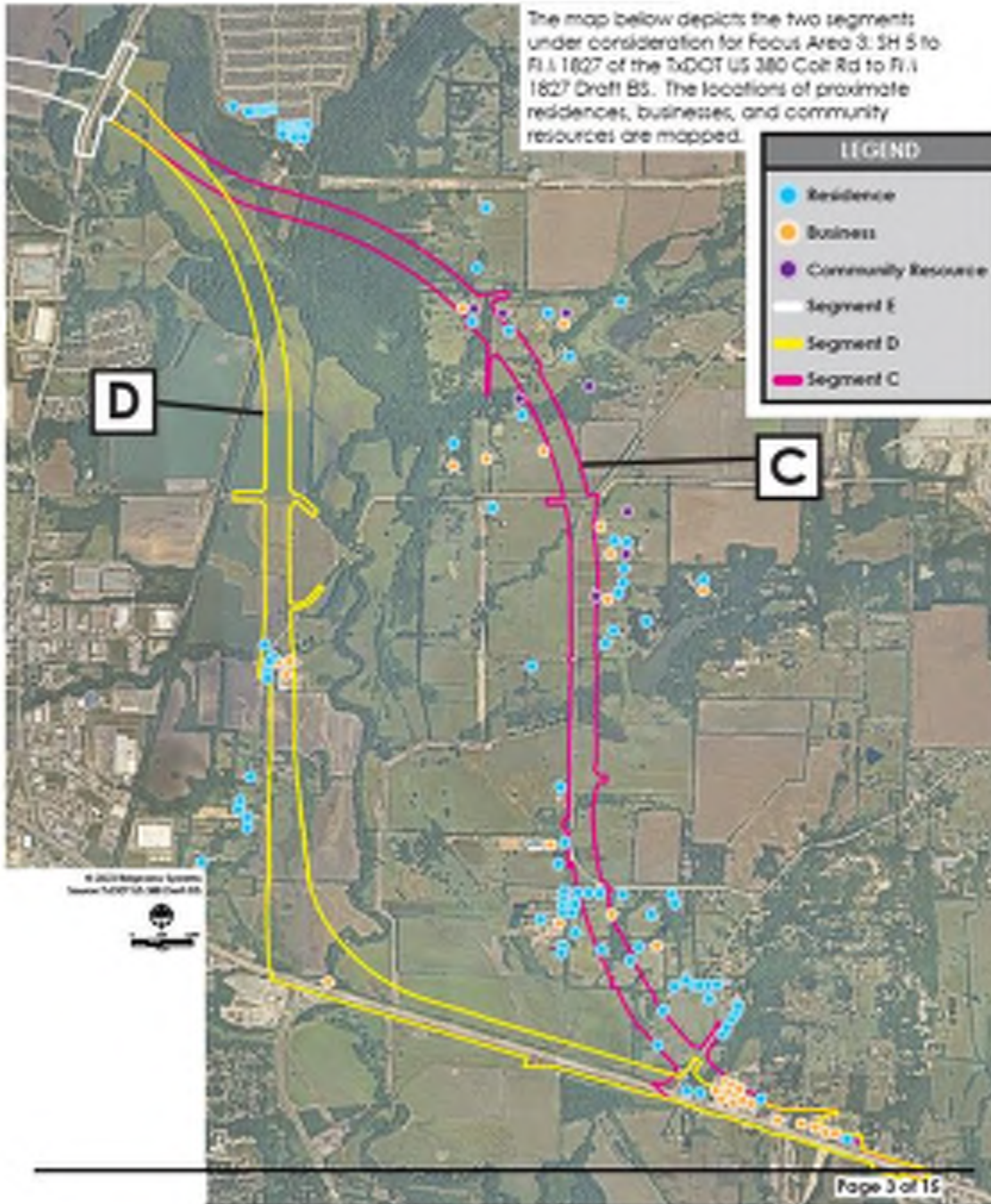
The large amount of floodplain in segment D is undeniable by anyone familiar with the area. The cultivated farm land surrounding Woodlawn/CR331 and McIntyre/CR274 within segment D are often flooded following heavy rain and occasionally an alternate route is required because the roads are flooded in this area. This does not translate into wildlife or habitats for wildlife. The difference is cultivated farm land vs. the natural land that surrounds Segment C which actually has more forested area (100 acres vs. 58 if you still trust the segment analysis matrix).



Map below was prepared by JD Eubank (a neighbor) shows the impact of Segments C and D on residences, businesses, etc. Notice how many more residences are impacted by Segment C than Segment D.

Community Impacts and Analysis of Segments C and D – TxDOT US 380 EB: Focus Area 3

**Map of Segments C and D**



**Map of Segments C and D**

The map below depicts the two segments under consideration for Focus Area 3: SH 5 to R.I. 1827 of the TxDOT US 380 Coll Rd to R.I. 1827 Draft BS. The locations of proximate residences, businesses, and community resources are mapped.

**D****C**

© 2012 Integrative Systems  
 Version: TxDOT US 380 Draft BS





**From:** Debra Campbell [REDACTED]  
**Sent:** Wednesday, April 19, 2023 11:10 PM  
**To:** Stephen Endres  
**Subject:** 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.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical. Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is



made more egregious with the existence of a viable lower impact. This does not make sense. Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

Tucker Hill is a very unique front porch community. We spend a lot of time on our porches and walking the neighborhood. I am 74 and have had numerous health problems since returning from my service in the Air Force in Viet Nam. The worst problem is my lungs probably due to exposure to agent orange. I've had numerous episodes of pneumonia and try and protect my lungs and upper respiratory tract at all cost. Tucker Hill was suppose to be my last home.

Can u guarantee that 380 will Not be detrimental to my health and well being after construction and during construction due to the excessive

environmental pollution? Have you researched the correlation between noise and mental and physical health? This can be very stressful and detrimental to everyone's health and well being. I'm also concerned about emergency vehicle access to Tucker Hill. Can you guarantee that Stonebridge will be completed before any construction on 380

Is started in front of Tucker Hill?

Why can't the outer loop be used as a solution? Wouldn't it make more sense to connect to NDT and 35???

If the 380 segment A is selected and all the studies regarding our health are completed you must promise a depressed 380 in front of Tucker hill with large sound barriers. I can't even imagine how loud the noise will be. Why are we the only neighborhood that will be affected on 2 sides by 380

Bypass and flood plains on the north side with no way to exit the neighborhood I'm the rear.

Thanks in advance for your consideration to all my questions.

Paul Campbell  
[REDACTED]

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:43 AM  
**To:** Paul champagne [REDACTED]  
**Subject:** RE: EIS 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Paul champagne [REDACTED]  
**Sent:** Monday, February 27, 2023 12:05 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** EIS 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.

Mr. Endres, I'm confused with the decision to proceed with the route (blue) selected for this project. Specifically, I have lived in McKinney for 17 years and travel US 380 daily in my work commute from Stonebridge Ranch to the DNT. The amount of growth and increasing congestion that is occurring west of Custer Rd is massive and with all of the growth directly north as well as the surrounding areas south and southwest it will only continue. Projects such as the new PGA HQ and the recently announced Fields/Universal developments will bring this section of US380 to a crawl. Starting this project as far east as Ridge road does not address that growth and is akin to kicking the can. TXDOT will have no choice but to conduct another costly study and project in 5-10 years to address that segment of US380 and by then there will be less options to bypass that area due to the growth. Why haven't you instead considered a route that starts at or near the DNT where it intersects US380 and addresses the growth now instead of creating a band aid solution to just a portion of the route? Thanks in advance for your consideration.

**From:** [REDACTED]  
**Sent:** Tuesday, March 21, 2023 11:25 PM  
**To:** Stephen Endres  
**Subject:** opposition to segment C on the Blue and Brown alternatives of the 380 Bypass routes

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,

I oppose the segment C on the Blue and Brown alternatives of the 380 Bypass routes. I do however support segment D on the purple and gold routes. This segment appears to displace fewer homes. [http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc\\_US380\\_Roll%20Plot%201.15.2021.pdf](http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc_US380_Roll%20Plot%201.15.2021.pdf). Can you please use your legislative authority to help make this change?

Thank you

Paul Staffan  
McKinney, TX 75071



Virus-free. [www.avg.com](http://www.avg.com)

Segment A is a disaster for us. It is a 12-lane highway which will wrap around our home on the East, South, and North. TxDOT study facts support a cheaper, less costly and less disruptive alternative – Segment B. Please re-consider.

We are elderly. We moved to Tucker Hill because we needed to get away from noisier alternative neighborhoods. In 2008 when we moved into our home on Grassmere Lane 380 was a 4-lane road. TxDOT expanded it to 6 lanes. That increased the noise level from traffic, air pollution, and dust tremendously. I suffer from high blood pressure, am recovering from open heart surgery and severe allergies. TxDOT now proposes building a 12-lane expressway that will wrap around 3 sides of our home East, South and North. My nerves can't take this and we haven't the ability to move. You are ruining this neighborhood.

There is an alternative to this - Segment B. I've read about the alternatives and the Environmental Survey. Nothing in these documents factually justifies selecting A over B – nothing. What I do not understand are the following:

**NOISE:** How can TxDOT justify no noise monitoring anywhere on the eastern, northern and southern sides of Tucker Hill for decibel increases plus the extended amount of time the noise will now prevail. No monitors can be found in the EIS study for our homes on Grassmere for either the southern, eastern or northern sides. In fact the 12-lane portion of 380 on the east and northern side of our homes is above grade making the noise impact even greater. We will be exposed to tremendous noise on 3 sides of our homes as a result. The environmental study ignores this completely. Our home is only 1,628 feet from an above grade 12-lane expressway on the east and north and 928 feet from 12 lanes the southern side. How can an environmental study ignore that. How can TxDOT claim no noise impact.

**POLLUTION:** How can the EIS project pollution, dust, and dirt using only a 1 to 2 mph wind speed assumption as stated in the study. The wind blows most days and the average speed for Texas is well above that especially from the south and the east. Where's that study? How is TxDOT preparing to control that both during construction and on-going.

Selection of A over B: how can TxDOT justify A when these facts support B

- Segment A costs taxpayers \$200 million dollars more Segment B
- Segment A requires 6 new interchanges rather than 5 in Segment B,
- Segment A has seven potential major utility conflicts versus just 2 for Segment B
- Segment A displaces 15 businesses versus zero businesses for Segment B.
- Segment A encroaches on 2X the wetland acreage than Segment B. Mention that to the EPA.
- No hazardous material sites are impacted on Segment B. TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B. This includes the Segment A requirement of REBUILDING 3.8 miles of existing 380. Not so for Segment B.
- TxDOT has claimed that Segment A results in lower impacts to planned future residential homes. Said another way - open land in Segment B has been prioritized for unidentified future residents, property investors, and developers over existing residents in Tucker Hill, Timber Ridge, etc.

Current residents should be a priority over unidentified future residents and undeveloped land in Segment B.

In conclusion I believe your data and testing does not support Segment A over B and would like it revisited to make a more factual decision. It appears other influences are at play considering the specifics stated in the study which support Segment B.

Respectfully, Peggy Djurdjulov, 2320 Grassmere Lane, Tucker Hill, McKinney, TX 75071

**From:** P Djurdjulov [REDACTED]  
**Sent:** Thursday, April 20, 2023 12:00 AM  
**To:** Stephen Endres  
**Cc:** B Djurdjulov  
**Subject:** 380 Input for TxDOT  
**Attachments:** 4.19.2023 380 Input for Seg B.docx

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.

We have submitted additional comments on the Segment A selection vs B now that we know how much and how close this 12-lane expressway will be to us. We are elderly and have health issues. We moved here to be in a quiet neighborhood (when we arrived in 2008 380 was only 4 lanes) Now it will be 12 and will surround our home on 3 sides.

I hope TxDOT reconsiders segment B and based on the facts it should.

We appreciate your support. I've attached what I sent.

Respectfully,  
Peg Djurdjulov  
2320 Grassmere Lane, Tucker Hill  
[REDACTED]

**From:** P Djurdjulov [REDACTED]  
**Sent:** Tuesday, March 7, 2023 1:17 PM  
**To:** Stephen Endres  
**Cc:** B Djurdjulov; Peggy Ebert Djurdjulov  
**Subject:** 2320 Grassmere Lane and Route A

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.

We live on 2320 Grassmere Lane, McKinney. We understand Route A is now the preferred route although route B was always a better alternative from a cost and impact perspective. Having said that we'd like to know the following:

How many feet will it be from our home to route A on the north east side. Will the route that passes here be a raised highway or ground level.

Is it accurate that money was paid (from and to Billingsley and Southern Land) to move this route 900' closer to Tucker Hill on the eastern side. Who approved that? It's much more detrimental to the homes on Grassmere Lane and 900' makes it worse.

What is the specific environmental impact of increased decibels and pollution on the homes closest to the Route A proposal. We'd like to see how this was conducted and estimated. We understand there is opposition from TXDOT for sound barriers to protect Tucker Hill on all sides - why.

Importantly how will TXDOT remunerate individual homeowners for required soundproofing and pollution mitigation required during both the construction and ongoing traffic this will create.

Why weren't alternative sites pursued to move ManeGait to open up route B as an alternative. How does TXDOT resolve what appears to be a conflict of interest between the Darling ownership of ManeGait and their interest in buildable land for Darling homes.

How was the purported "overwhelming" input for route A from Prosper residents audited? Why wasn't this input announced as an actual "vote" for route A or B. We went to the meetings and provided our input for route B immediately. How sure are you Prosper's inputs were not bots versus verified resident input. Further a straw vote is not the way a project of this magnitude should be made.

We are very concerned about the impact of the decisions and how they were made. So far we have not gotten full disclosure on specifics. This appears right now to be just "tough luck" for



Tucker Hill residents. We hope this will change before the first shovel appears.

We look forward to the answers for our concerns.

Peggy & Bogdan Djurdjulov  
2320 Grassmere Lane, McKinney

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 1:39 PM  
**To:** P Djurdjulov  
**Subject:** RE: Noise Abatement Grassmere Lane

<https://www.keepitmovingdallas.com/US380EIS>  
[https://www.keepitmovingdallas.com/sites/default/files/docs/APPENDIX%20R%20-%20Traffic%20Noise\\_0.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/APPENDIX%20R%20-%20Traffic%20Noise_0.pdf)

-----Original Message-----

From: P Djurdjulov [REDACTED]  
Sent: Monday, March 13, 2023 12:01 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: Noise Abatement Grassmere Lane

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.

Thanks for explaining some of the factors affecting decisions on noise.

Please send the link for the noise analysis covering our homes on Grassmere which will now have an above ground 380 segment near our homes where none existed before.

Thank you.  
Peggy & Bogdan Djurdjulov  
2320 Grassmere Lane  
Tucker Hill

Sent from my iPhone

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Monday, March 13, 2023 1:40 PM

To: [REDACTED]  
[REDACTED]

Subject: FW: Noise Abatement Grassmere Lane

-----Original Message-----

From: P Djurdjulov [REDACTED]

Sent: Monday, March 13, 2023 12:01 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

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Thank you.

Peggy & Bogdan Djurdjulov

2320 Grassmere Lane

Tucker Hill

Sent from my iPhone

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthetreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cadddda36685f4cac9a9908db24d6f4df%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638144277865773913%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn>

-----Original Message-----

From: P Djurdjulov [REDACTED]  
Sent: Monday, March 13, 2023 12:01 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
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Thank you.  
Peggy & Bogdan Djurdjulov  
2320 Grassmere Lane  
Tucker Hill

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafety%2Ftraffic-safety-campaigns%2Fendthetreaktx.html&data=05%7C01%7Cchsmith%40burnsmcd.com%7C>

**From:** Stephen Endres [REDACTED]  
**Sent:** Monday, March 13, 2023 1:39 PM  
**To:** P Djurdjulov  
**Subject:** RE: Noise Abatement Grassmere Lane

<https://www.keepitmovingdallas.com/US380EIS>  
[https://www.keepitmovingdallas.com/sites/default/files/docs/APPENDIX%20R%20-%20Traffic%20Noise\\_0.pdf](https://www.keepitmovingdallas.com/sites/default/files/docs/APPENDIX%20R%20-%20Traffic%20Noise_0.pdf)

-----Original Message-----

**From:** P Djurdjulov [REDACTED]  
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Thank you.  
Peggy & Bogdan Djurdjulov  
2320 Grassmere Lane  
Tucker Hill

Sent from my iPhone

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:52 AM  
**To:** [REDACTED]  
**Subject:** RE: McKinney Bypass Project

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Peggy Brown [REDACTED]  
**Sent:** Saturday, February 18, 2023 8:32 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** McKinney Bypass Project

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.

**From:** Peggy Click [REDACTED]  
**Sent:** Sunday, March 12, 2023 4:46 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Peggy Click  
7604 Harbor Town Drive, McKinney

Sent from my iPhone

Segment A is a disaster for us. It is a 12-lane highway which will wrap around our home on the East, South, and North. TxDOT study facts support a cheaper, less costly and less disruptive alternative – Segment B. Please re-consider.

We are elderly. We moved to Tucker Hill because we needed to get away from noisier alternative neighborhoods. In 2008 when we moved into our home on Grassmere Lane 380 was a 4-lane road. TxDOT expanded it to 6 lanes. That increased the noise level from traffic, air pollution, and dust tremendously. I suffer from high blood pressure, am recovering from open heart surgery and severe allergies. TxDOT now proposes building a 12-lane expressway that will wrap around 3 sides of our home East, South and North. My nerves can't take this and we haven't the ability to move. You are ruining this neighborhood.

There is an alternative to this - Segment B. I've read about the alternatives and the Environmental Survey. Nothing in these documents factually justifies selecting A over B – nothing. What I do not understand are the following:

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- Segment A displaces 15 businesses versus zero businesses for Segment B.
- Segment A encroaches on 2X the wetland acreage than Segment B. Mention that to the EPA.
- No hazardous material sites are impacted on Segment B. TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B. This includes the Segment A requirement of REBUILDING 3.8 miles of existing 380. Not so for Segment B.
- TxDOT has claimed that Segment A results in lower impacts to planned future residential homes. Said another way - open land in Segment B has been prioritized for unidentified future residents, property investors, and developers over existing residents in Tucker Hill, Timber Ridge, etc.



Current residents should be a priority over unidentified future residents and undeveloped land in Segment B.

In conclusion I believe your data and testing does not support Segment A over B and would like it revisited to make a more factual decision. It appears other influences are at play considering the specifics stated in the study which support Segment B.

Respectfully, Peggy Djurdjulov, 2320 Grassmere Lane, Tucker Hill, McKinney, TX 75071

**From:** [REDACTED]  
**Sent:** Wednesday, March 8, 2023 10:20 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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,

I hope you are doing well.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thanks for your assistance.

Pete Carrell  
972.742.5302



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# Preparing Alternatives Analysis Under Section 404 of the Clean Water Act

Fort Worth District – Regulatory Division

November 2014

In its evaluation of permit applications to discharge dredged or fill material into waters of the U.S. (WOUS), including wetlands, the U.S. Army Corps of Engineers (USACE) is required to analyze alternatives to the proposed project that achieve its purpose. USACE conducts this analysis pursuant to two main requirements – the 404(b)(1) Guidelines (Guidelines)<sup>1</sup> and the National Environmental Policy Act (NEPA)<sup>2</sup>. USACE also considers alternatives as part of its public interest review evaluation<sup>3</sup>. This document is intended to assist permit applicants in formatting information into an “Alternatives Analysis” that includes the key items that must be evaluated for permit decisions. It is by no means all inclusive of the scenarios that can occur with an Alternatives Analysis but captures many of the most common topics.

USACE must evaluate alternatives that are practicable and reasonable. In accordance with the Guidelines at 40 CFR 230.10(a), a permit cannot be issued if a practicable alternative exists that would have less adverse impact on the aquatic ecosystem (known as the Least Environmentally Damaging Practicable Alternative [LEDPA]), provided that the LEDPA does not have other significant adverse environmental consequences to other natural ecosystem components. Reasonable alternatives must be considered to satisfy NEPA. However, there are no requirements with reasonable alternatives relative to USACE’s permit decision similar to the Guidelines. Evaluations to address the Guidelines and NEPA normally satisfy the requirements of the public interest review.

The Guidelines include two rebuttable presumptions for projects with discharges into WOTUS which involve special aquatic sites (defined at 40 CFR 240.40-45 and include wetlands, riffle pool complexes, and other specific aquatic resources), that do not require access to or siting within the special aquatic site(s) to achieve their basic essence (basic project purpose). The first presumption states that alternatives that do not affect special aquatic sites are presumed to be available. The second presumption states that practicable alternatives located in non-special aquatic sites (e.g., other waters, uplands, etc.) have less adverse impact on the aquatic ecosystem. **It is the applicant's responsibility to clearly demonstrate to the USACE that both of these presumptions have been rebutted in order to pass the alternatives portion of the Guidelines.**

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<sup>1</sup> 40 CFR Part 230

<sup>2</sup> 33 CFR Part 325 Appendix B and 40 CFR 1508

<sup>3</sup> 33 CFR 320.4(a)(2)ii

The amount and detail of information in an alternatives analysis and the level of scrutiny required by the Guidelines is commensurate with the severity of the environmental impact (as determined by the functions of the aquatic resource and the nature of the proposed activity) and the scope/cost of the project<sup>4</sup>. Analysis of projects proposing greater adverse environmental effects need to be more detailed and explore a wider range of alternatives than projects proposing lesser effects.

The extent to which an alternatives analysis incorporates these principles and details, can have substantial effects on the amount of time necessary for the USACE to evaluate a permit application. Below are r e c o m m e n d e d steps to follow in providing the necessary information for the USACE to consider in an alternatives analysis:

### **Step 1: Describe Need and Define Purpose**

Need and purpose are inter-dependent terms which are critical to the alternative analysis. They should be articulated individually since the project's purpose is framed in relation to addressing a need.

Need is typically the problem or opportunity that the applicant is proposing to meet with their project. It can normally be quantified or measured. Information collected or developed relative to project need is important in the framing of the project purpose. The evaluation of need will vary based on the type of project and will be commensurate with the magnitude of impacts and scope of the proposal. Examples can include:

- Road/highway project – safety issues/needs such as accident rates, congestion levels, regional traffic flow, level of service, etc.
- Commercial/Housing Development – market demands
- Energy project – projected increases in power use

USACE normally does not require an assessment and documentation associated with economic evaluations for private enterprise and assumes the applicant has undertaken adequate analysis. However, USACE may require documentation and assessment of the need on a case by case basis.<sup>5</sup> USACE can also conclude a project is speculative in relation to the need assessment and make a negative finding concerning a permit application.

Based upon the need, the applicant should develop their project purpose and clearly state it. The project purpose statement should be carefully considered and developed, as it will define and drive the complexity of the alternatives analysis, including constraints and practicability considerations. The purpose should not be defined in such a restrictive manner to unduly restrict or preclude other alternatives, nor should it be so broad that a reasonable search of options cannot be accomplished. The applicant is to define the project purpose from their perspective. Inclusion of a geographic limit within the purpose statement is normally justified but subject to the same limits relative to unduly restricting the range of alternatives. This does not mean that site-specific projects do not occur. Additionally, USACE must develop its own project purpose

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<sup>4</sup> August 23, 1993 EPA/USACE Memorandum to the Field concerning the Appropriate Level of Analysis Required for Evaluating Compliance with the Section 404(b)(1) Guideline Alternatives Requirements

<sup>5</sup> 33 CFR 3204(q)

statement while considering the applicant's as well as the public's perspective. While at times, projects may legitimately be multi-use in nature, statements that are multi-purpose add substantial complexity to the alternatives analysis and can exponentially increase the number of alternatives that will need to be evaluated to capture the full range of practicable alternatives. Below are two examples of defining project purpose:

#### Example 1

- *To build a profitable 225-lot single-family residential development with 2 Olympic-sized swimming pools, 3 recreational centers and 5 sports fields at the southwest intersection of Interstate 35W and Keller-Hicks Road.*

This example is too restrictive because there are no alternative sites to consider. It also unnecessarily details the exact number of lots and pools and other facilities, which unduly reduces the number of practicable and reasonable alternatives. Additionally, the profitability of the project is an inherent aspect of the project but not necessarily germane to the analysis USACE has to undertake.

- *To provide residential development in Northeast Texas.*

For the type of action being proposed, this example is too broad in scope if the applicant is focusing on a certain city or county to locate the project. This would also create such a large number of alternatives that evaluating them would be unwieldy.

- *To provide a medium-sized single-family residential development with associated support facilities near Interstate 35W in Fort Worth, Texas, to meet local demand.*

This is an appropriate overall project purpose. It clearly defines what the project involves, single-family residences, rather than "housing" which could include multi-family features such as townhouses or apartments, reflects the need to be located near a targeted major transportation corridor (which would need to be explained and supported in the needs analysis), and it defines the geographic scope to a reasonable and justified size addressing the applicant's target area of Fort Worth, TX while reflecting the public demand.

#### Example 2

- *To build an economically viable 1.75-million square foot furniture warehouse facility with a 150-car parking lot and 2-acre aesthetic reflecting pond, at the Southeast corner side of I-20 in Duncanville.*

As with the first example, this example is too restrictive because there are no alternative sites to consider. It also unnecessarily details the exact square footage of the building, the number of parking spaces, and includes a water feature. It is unclear why the proposed water feature would be an essential component of this project. An applicant would have to attempt to justify in the need analysis why such a feature is relevant and needed for the commercial project. Additionally, as with the first example,

the economic viability of the project is an inherent aspect of the project but not necessarily germane to the analysis USACE has to undertake.

- *To provide light industrial/commercial development in the North Central Texas.*

Although the applicant may have a legitimate need to locate the project in a certain region, this example is likely too broad in scope and would also create such a large number of alternatives that evaluating them would be unwieldy.

- *To provide large commercial warehouse space with access to Interstate Highway and rail line in the South Dallas area to meet regional demands.*

This is an appropriate overall project purpose. It clearly defines what the project involves, commercial warehouse space, rather than the broader scope of light industrial/commercial development. The statement also specifies a legitimate need for access to both Interstate Highway and rail for transportation of goods and targets a reasonable and justifiable geographic target area of South Dallas county. The needs analysis that supports this statement will provide further details on the building size, the need for warehouse space in this growing area and will describe the specific transportation needs that drive project constraints relative to siting near both Interstate Highway and rail line to serve regional demands.

The applicant's proposed overall project purpose will be carefully considered, but if the USACE cannot concur with it as submitted, the USACE is required to modify it. If the applicant has submitted an alternative analysis using a project purpose the USACE cannot concur with, (e.g., it is too restrictive, contains multiple purposes but treated as one, etc.), the analysis most likely will need to be revised to appropriately include the proper range of practicable and reasonable alternatives and/or revised alternatives screening. The applicant would be notified of the change to the definition.

Additional information about the proposed overall project purpose and applicant desires may also be provided, including details about the area, location, history, and other factors that influence or constrain the intended nature, size, level of quality, price class, or other characteristics of the project. Information that further describes why particular geographic boundaries were chosen also will assist the USACE in its review.

## **Step 2: Identify Alternatives**

The applicant should list all alternatives that were initially considered (the "universe" of options) that could meet the overall project purpose. A brief description of each alternative should also be included. The maximum number of alternatives to study will vary and depends on the nature and scope of the proposed project. The number evaluated should typically be greater for projects involving greater impacts. The list, at a minimum, should be broken into the categories noted below:

- According to 33 CFR Part 320.1(a)(4) and 325 Appendix B, the USACE is neither an

opponent nor a proponent of the applicant's proposal; therefore, the applicant's final proposal will be identified as the applicant's preferred alternative

- The No Action Alternative(s) – this includes an alternative that would involve no discharges of dredged or fill material into WOUS (not involve a discharge of dredged or fill material into WOUS, which could involve reconfiguring the project to avoid all wetlands on the site or siting the project entirely in uplands offsite) or permit denial. It can also include alternatives that are beyond the control of the applicant. Although the No Action alternative might not seem reasonable initially, it must always be included in the analysis and can serve several purposes. It is a reasonable alternative, especially for situations where the project does not comply with the regulations and consideration and disclosure of the consequences of a permit denial is warranted. It may also be a reasonable alternative for situations where impacts are great and the need is relatively minor. It can also be used in some circumstances as a benchmark – usually for ongoing actions - enabling decision makers to compare the magnitude of the environmental effects of the action alternatives.
- Offsite locations, including those that might involve less adverse impact to WOUS, or less impact to special aquatic sites or less impact to higher quality aquatic resources.
- Onsite alternatives, particularly those that would involve less adverse impact to WOUS. These include modifications to the alignments, site layouts, or design options in the physical layout and operation of the project to reduce the amount of impacts to WOUS. On-site options can be identified as sub-options.

### **Step 3: Describe and Analyze Alternatives for Practicability**

**(NOTE: It may be more efficient to demonstrate that some alternatives will have greater impact on the aquatic ecosystem compared to the applicant's preferred option than determining their practicability. If it can be easily documented, and clearly described within the narrative and matrix described below, then step 4 can be included in step 3. This is only appropriate for alternatives where this distinction is clear.)**

There may be differing levels of alternatives screening that occur with permit applications. Some applications may require several levels of screening (larger impacting and more complex proposals including multi-purpose projects) while others may have a single level (normal individual permit actions). For multiple level screening scenarios, coarser screens are typically applied at the outset to eliminate clearly impracticable and unreasonable alternatives while the sophistication and refinement of screens increases as the range/list of alternatives narrows. Single level alternatives analyses will normally not include coarse level screens but will have comparable degree screens for all alternatives. Regardless of the type of alternatives analysis, the criteria used to establish screens and how an alternative passes or fails the screen need to be clearly elucidated and supported.

It is important to note that while the terms practicable and reasonable are used and may be synonymous at times, the factors to determine practicability for the Guidelines and reasonability

for NEPA can and typically do differ. Practicable is defined as meaning the alternative is available, and capable of being done after taking into consideration cost, existing technology, and/or logistics in light of the overall project purpose(s).<sup>6</sup> Reasonable is based on consideration of the project purpose as well as technology, economics and common sense.<sup>7</sup> The Guidelines may require more substantive effort to demonstrate compliance compared to NEPA,<sup>8</sup> as well as involve limitations relative to how they can be applied to determine practicability. This is further underscored by the rebuttable presumptions previously discussed requiring it be clearly demonstrated by the applicant that the alternatives are not practicable (and not less damaging – see step 4) compared to the applicant’s proposed project.

When preparing an alternative analysis, there are potential opportunities to reduce effort and time as noted above relative to impacts to the aquatic ecosystem. This can also occur with alternatives that are not available or obviously impracticable. Such options can be identified and evaluated first and eliminated based on limited screening efforts. For example, attempts to obtain alternate sites but were not available or turned down for purchase, lease, or management can normally be eliminated from further consideration with limited information. Sites that are obviously too small to accommodate the project or that lie substantially outside the geographic boundaries identified in the overall project purpose are not practicable, and therefore unreasonable, and can be eliminated with little information. Any alternatives that are eliminated from further study because the applicant concluded they failed this first coarse round of screening still require certain descriptive information be provided. However, the level of information should be less than other options that will be subjected to more refined screen efforts. It is imperative the applicant describes why any alternative is eliminated from further analysis so USACE can independently review and verify the information and each step in the applicant’s alternative analysis. The USACE will verify that the criteria used for screening at all levels are objective and comply with regulations, policy, and implementing guidance and ensure they are not so restrictive that they eliminate practicable, which includes reasonable, alternatives.

Alternatives should be clearly listed and numbered for ease of reference and comparison. *At a minimum*, the following information for each alternative site examined should be provided:

1. *General site information:*

- a. specific parcel information including, but not limited to; parcel ID numbers, aerial photos, location maps, and GPS coordinates;
- b. presence, quantity and quality or function of wetlands and/or other WOUS (If demonstrating that a site has more impact than other options, including the applicant’s preferred, include potential direct and indirect impacts associated with these improvements in lieu of practicability information);
- c. County/City zoning designation;
- d\*. the presence of any federally-listed threatened or endangered species or their critical

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<sup>6</sup> 40 CFR 230.3(q)

<sup>7</sup> Council on Environmental Quality Guidance 40 Most Asked Questions #2A

<sup>8</sup> 40 CFR 230.10(a)(4)



habitat, state listed species, or other natural or regionally important ecosystem resource factors that may be significantly impacted; and,

e\*. site infrastructure and other components for a single and complete project (will the site require new access roads/infrastructure, etc.?).

(\* - Items d and e may not be needed for those alternatives eliminated in the earliest coarse screens.)

2. *The practicability of each alternative:*

a. **Practicability:** As previously stated, alternatives that are practicable are those that are available and capable of being done by the applicant after considering the following (in light of the project purpose). **An alternative needs to fail only one practicability factor to be eliminated during the screening process:**

- **Costs** - Cost is analyzed in the context of the overall scope/cost of the project and whether it is unreasonably expensive. This determination is typically made in relation to comparable costs for similar actions in the region or analogous markets<sup>9</sup>. If costs of an alternative are clearly exorbitant compared to those similar actions, and possibly the applicant's proposed action, they can be eliminated without the need to establish a cost threshold for practicability determinations. Cost is to be based on an objective, industry-neutral inquiry that does not consider an individual applicant's financial standing. The data used for any cost must be current with respect to the time of the alternatives analysis. For example, the costs associated with various infrastructure components such as roadways or utilities, including upgrades to existing infrastructure components or the need to establish new infrastructure components, may affect the viability of a particular alternative. A location far from all existing infrastructure (roads, water, sewer, and/or electricity) might not be practicable based on the costs associated with upgrading/establishing the infrastructure necessary to use that site. However, just because one alternative costs more than another does not mean that the more expensive alternative is impracticable. It is important to note that in the context of this definition, cost does not include economics. Economic considerations, such as job loss or creation, effects to the local tax base, or other effects a project is anticipated to have on the local economy are not part of the cost analysis;
- **Existing Technology** - The alternatives examined should consider the limitations of existing technology yet incorporate the most efficient/least-impacting construction methods currently available. For example, alternatives to a proposed highway that occur in unstable or dynamic soils may not be practicable due to a lack of technology to ensure the road will not crumble or collapse. Implementation of state of the art technologies might be available and should be considered if applicable. Engineered retaining walls and cantilevered road ways can also be incorporated into an alternative that substantially minimizes wetland or water

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<sup>9</sup> National Policy Guidance Old Cutler Bay Associates 404(q) Permit Elevation, 13 Sep 1990.

impacts by eliminating fill slopes. However, it is recognized that such actions may result in the alternative being determined as impracticable due to costs; and,

- Logistics - The alternatives evaluated may incorporate an examination of various logistics associated with the project, i.e., placement of facilities within a specified distance to major thoroughfares, utilization of existing storage or staging areas, and/or safety concerns that cannot be overcome. Examples of alternatives that may not be practicable considering logistics are: no access to a major interstate or rail for manufactured goods; a piece of property is land-locked and cannot be accessed by public roads or utilities and applicant does not have condemnation authority; water supply is needed within a certain time frame and option cannot be implemented within it.

b. Availability: The Guidelines state that if it is otherwise a practicable alternative, an area not presently owned by the applicant that could reasonably be obtained, utilized, expanded, or managed in order to fulfill the overall purpose of the proposed activity can still be considered a practicable alternative. In other words, the fact that an applicant does not own an alternative parcel, does not preclude that parcel from being considered as a practicable alternative. This factor is normally a consideration as a logistics and possibly cost limitation. **The applicant should consider and anticipate alternatives available during the timeframe that the USACE conducts its alternatives analysis. In some circumstances, consideration of the timeframe when property was obtained by the applicant may influence the analysis.**

### 3. *Presentation of alternatives information:*

An alternatives comparison matrix (see example on next page) is an effective way to present and compare the main parameters that were considered during the evaluation. To allow for an objective evaluation, the comparison of the plan(s) for the proposed and alternative sites should be framed for “yes” or “no” determinations. A narrative needs to accompany the matrix defining the practicability factors chosen, the data used to support the limitations of the factor or criteria, and explanation of any “no” determinations. Practicability of the No Action alternative also must be addressed in this narrative and, if applicable, also included in the matrix. The information should explain the consequences on the applicant and the public if the project is denied, if an alternative can be implemented that does not involve discharges into WOUS, or is an option that is outside the capability of the applicant. Any remaining alternatives that are found to be practicable will move on to the next and final step.

**Example Alternative Comparison Matrix for Practicability**

Practicability Category	Factor	Alternative 1 Applicant's Preferred	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
<b>Available</b>	Available for Acquisition	YES Applicant owns the parcel	YES Listed in multi-list	YES Listed in multi-list	NO Applicant does not have condemnation authority	YES Listed in multi-list	YES Listed in multi-list
<b>Logistics</b>	Sufficient Parcel Size	YES 800 acres	YES 870 acres	YES 770 acres	N/A – failed availability screen	YES 900 acres	NO 600 – did not provide adequate space for size range of project
	Existing Zoning Appropriate & Potential for Zoning Change	YES Zoned for this project type	YES Zoned for this project type	YES Zoned for agriculture, City has not denied zone change	N/A	YES Zoned for this project type	N/A – failed sufficient parcel size screen
	Availability of Utilities	YES Adjacent to site	YES 0.5 miles to existing water, sewer and power.	YES Adjacent to site	N/A	YES 6 miles to existing water, sewer and power	N/A
	Availability for Access	YES County ROW on east property boundary	YES County ROW to northwest property corner	NO Landlocked by private parcels, request for easement denied, applicant does not have condemnation authority	N/A	YES County ROW to northwest property corner	N/A
<b>Existing Technology</b>	Topography and other Site Conditions Feasible for Construction of Project	YES	YES With use of engineered retaining walls and drainage systems	N/A – failed access screen	N/A	YES With use of engineered retaining walls, drainage systems and bridges	N/A
<b>Cost</b> (No cost threshold established)	Reasonable Acquisition Costs (non-exorbitant)	YES Applicant owns the parcel	YES Within market normal costs for similar properties	N/A	N/A	NO Exorbitant - costs are 10X normal costs for similar land	N/A

#### **Step 4: Identify the Least Environmentally Damaging Alternative**

All alternatives making it to this step are practicable. Therefore, a comparison and determination of which is the least damaging is required. The Guidelines require that only the LEDPA can be authorized. It is also important to recognize that determining the least environmental damaging alternative cannot include any aspect of compensatory mitigation.<sup>10</sup>

Using the same numbering system from the step above, identify the impacts to the aquatic ecosystem for each remaining practicable alternate site and option. Because the Guidelines include the consideration as to whether the LEDPA results in “other significant adverse environmental consequences” to other natural ecosystem components, those other natural environmental factors and the significant effects to them can also be discussed as well. For each remaining site, the narrative should include the following information:

- a. describe the direct, indirect, and cumulative impacts (beneficial or adverse) to the aquatic ecosystem (WOUS) associated with each of the remaining alternatives;
  - b. identify, specify and quantify the impacts to the aquatic ecosystem. Rather than stating that "Alternative A would result in a large impact to low quality wetlands and ditches that are sparsely vegetated and impact some wildlife" use "Alternative A would result in the discharge of fill material into 2.1 acres of modified riverine wet meadow wetland and realignment and filling of 1.2 acres of channelized intermittent stream that contains scattered emergent wetland vegetation."
  - c. describe the **significant** adverse environmental impacts associated with each of the remaining alternatives on other natural ecosystem features and how the determination of significant was made.
  - d. in order to ensure an appropriate and meaningful comparison of alternatives in relation to their proposed and predicted impacts, equivalent methods and level of detail are required for all alternatives<sup>11</sup> at similar levels in the screening process. For example, if detailed studies on hydrologic effects are presented for one the alternatives carried forward in an analysis, but not others, the analysis would to be supplemented with the same type and level of data and information for the other options.
2. If multiple practicable alternatives remain, and/or many natural environmental factors are involved that would be significantly impacted, another matrix that contains only environmental parameters (e.g., wetland functional units; Federal and/or state listed species; high functioning/value upland habitat, floodplains, and plant communities; air quality) can be used to assist in illustrating the proposed LEDPA. Emphasis should be placed on impacts to the aquatic environment through acreage and functional unit loss of wetlands or other WOTUS that would be affected or eliminated by each alternative. An example matrix is below.

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<sup>10</sup> 40 CFR 230.5 and February 6, 1990 Memorandum of Agreement Between the Environmental Protection Agency and the Department of the Army Concerning the Determination of Mitigation Under the Clean Water Act Section 404(b)(1) Guidelines

<sup>11</sup> 40 CFR 1502.14 and CEQ's 40 Most Asked Questions 5b

*Example Environmental Factor Matrix*

<b>Environmental Factors</b>	<b>Alternative 1</b>	<b>Alternative 2</b>
	<b>Applicant's Preferred Alternative</b>	
<b>Wetland Impacts (Acres)</b>	2.0	6.0
<b>TXRAM Units</b>	11.4	31.9
<b>Open Water Impacts (Acres)</b>	5.0	2.0
<b>Impacts to Federally Listed T &amp; E Upland Species</b>	Yes – not a significant loss	No
<b>Floodplain Upland Impacts (Acres)</b>	0.0	5 acres - not a significant loss
<b>LEDPA</b>	Yes	No

**Step 5: Determination of LEDPA**

Conclude the alternatives analysis with a description of the alternative proposed to be the LEDPA, reiterating the rationale for this determination. It is noted that if the remaining alternatives have similar impacts to the aquatic ecosystem as the applicant's preferred, USACE can conclude the applicant's proposal is the LEDPA.<sup>12</sup> It is reiterated that no aspect of compensatory mitigation can be utilized in making this determination. In other words, an applicant cannot use compensatory mitigation to "buy down" an alternative in order to meet the LEDPA.

<sup>12</sup> August 23, 1993 EPA/USACE Memorandum to the Field concerning the Appropriate Level of Analysis Required for Evaluating Compliance with the Section 404(b)(1) Guideline Alternatives Requirements

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, March 24, 2023 9:44 AM  
**To:** Peter, Chandler J CIV USARMY CESWF (USA) [REDACTED]  
**Subject:** RE: Comments US 380 Coit Rd to FM 1827 Draft Environmental Impact Statement

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Peter, Chandler J CIV USARMY CESWF (USA) [REDACTED]  
**Sent:** Thursday, March 23, 2023 4:48 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** RE: Comments US 380 Coit Rd to FM 1827 Draft Environmental Impact Statement

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I neglected to attach the referenced white paper. Please find it attached.

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**From:** Peter, Chandler J CIV USARMY CESWF (USA)  
**Sent:** Thursday, March 23, 2023 4:46 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Comments US 380 Coit Rd to FM 1827 Draft Environmental Impact Statement

Mr. Endres,

Thank you for the opportunity to review the Draft Environmental Impact Statement for the US 380 McKinney Coit Road to FM 1827 project developed to comply with the National Environmental Policy Act (NEPA). These comments are provided under the provisions of Section 404 of the Clean Water Act with the Corps acting as a cooperating agency. I misread the deadline for comments thinking it was today but wanted to make sure you received these since they are critical to the permitting path of the proposed action.

The EIS and appendices indicate that all impacts to waters of the United States qualify for authorization under the provisions of Nationwide Permit (NWP) 14. There is inadequate detail to allow a confirmation of that conclusion. Concern exists relative to:

- The amount of impacts reflected in the document primarily associated with a target area of Segment C near and between stations 1880+00 thru 1940+00 (East Fork Trinity River and Clemons Creek - delineation polygons generally 287 thru 299). There is conflicting information between the delineation report in the DEIS Appendix N maps (i.e., Figure 8-18 which shows no wetlands surrounding Clemons Ck - delineation ID # 293) and the 60% schematic sheet (Roll 15 of 42) from Appendix B which reflects a large wetland feature for the same area.
- An in-office review of the delineation information for this area reveals that there appear to be multiple wetland polygons not identified which brings into question the accuracy of impacts to occur with this section of the project.
- The DEIS does not specify how the impact to more than 4+ acres of forested wetlands in this reach (as well other areas) are classified as temporary rather than permanent.
- Although not a defined concern, the DEIS does not indicate whether the proposed project will implement a design-build approach to development. Such an approach can generate additional concerns and issues relative to impacts and permit type applicability.

These items require more explanation and clarification to support the conclusion that the overall project qualifies for NWP coverage. A site visit is needed to confirm the accuracy of the delineation for this reach, as well as other sites, associated with the corridor. Initial coordination with TXDOT staff has occurred on this but was being held until evaluation of the DEIS was completed. Scheduling of a site visit will occur shortly.

Given the above, it is believed that the project will require a Standard Individual Permit (IP). The following comments are provided in light of that view to ensure that Corps concerns are identified during the allotted comment period on the DEIS. As details are refined and if it is demonstrated that only NWPs are required, the comments related to an appendix, the need and purpose, and the alternatives analysis would become inapplicable.

### **Specific Comments**

To adequately address the 404 permit process and not interfere with the format of the EIS, it is recommended that the development of a 404(b)(1) Appendix be accomplished since substantial additional information is needed to address these regulations. Such an appendix is a common strategy that eliminates interference with the format and flow of the lead agency's EIS by avoiding the conflict that can arise between the 404(b)(1)s limitations and NEPA evaluations. It also provides an efficient and targeted review for those entities interested in 404 resources and issues.

## Need and Purpose

Section 1.4 – For an IP evaluation, the purpose statement on page 1-7 is considered to be too general in relation to the proposal needing a permit. It appears to portray the overarching objective of the US 380 Collin County Feasibility Study (CCFS) as well as the “Study Area” of that effort rather than the particular portion of the 380 corridor, between Coit Road and FM 1827, which is the subject of the DEIS. This issue was generally noted in the Corps’ December 16, 2022 comments on the Spur 399 Extension DEIS. The CCFS evaluation is a “high-level” effort conducted to “identify a recommended corridor and appropriate roadway type” that “would need to accommodate the projected east-west travel demand and provide a safe and accessible facility to support east-west mobility across Collin County in the year 2045 and beyond.” The CCFS addresses broader considerations and geographic areas than what the current proposal is focused on. This can create incongruities in the application or straight transference of the CCFS purpose to the current project in light of the 404(b)(1) guidelines and the evaluation of alternatives under an IP. The Corps is unaware of a programmatic or broader NEPA document that accompanies the CCFS which would allow for tiering (40 CFR 1502.20 and 28) to the current proposal.

The Corps, for evaluation of the permit action under the 404(b)(1) guidelines, would define the overall project purpose as “To safely accommodate current and projected traffic volumes on US 380 between Coit Rd and Farm to Mark (FM) Road 1827.” While some of the data and information in the CCFS would be used to support this definition, its use is not an all-embracing acceptance of the CCFS for our permit evaluation purposes because the CCFS includes considerations beyond the needs associated with the target reach and it was not formulated to ensure compliance with the 404(b)(1)s.

## Alternatives

Section 2.0, page 2-1 – The analysis of alternatives is not adequate to address the requirements of the 404(b)(1) guidelines. The CCFS, which the DEIS relies upon to identify and reduce initial options to the recommended alignments in the DEIS, as well as the screening of alternatives in the DEIS, do not contain adequate detail supporting the referenced screens, do not specify how alternatives were eliminated in light of said screens, and incorporate factors/screens or determinations that do not comport with the 404(b)(1) guidelines. This prohibits the determination under the 404(b)(1)s that the proposed action (Blue Alternative) is the Least Environmentally Damaging Practicable Alternative (LEDPA). Additionally, the information displayed in the DEIS final alternatives comparison of impacts to waters of the US (Figures 2-15 and 3-46) demonstrates that the preferred alternative is not the LEDPA. It is noted that comments were not provided on the previous information concerning alternatives screening efforts because the Corps was anticipating the project would only involve NWPs based on statements previously provided to us.

It is recommended that to most efficiently address the 404(b)(1) screening process to identify the LEDPA is to focus on impacts to waters of the US rather than practicability screening, starting with the original universe of options in the CCFS and continuing through the DEIS options (Figure 2-1). The attached white paper outlines the evaluation process and the ability to consider either prong (waters impacts OR practicability) in the screening of options. It is noted that practicability screens and determinations do not include factors such as economics (compared to costs) and noise. Statements such as “best meet” are also problematic in satisfying the LEDPA analysis in determining practicability. Additionally, many of the factors listed in Figure 2-13 also do not affect the practicability of alternatives or the Least Environmentally Damaging requirement. Lastly, if effects/impacts to other natural resource factors are proposed to be used as part of the alternatives analysis for 404(b)(1) compliance, those can be effective if they rise to the level of significance and are applied and considered normally after the identification of the LEDPA.

A couple of examples of statements in the CCFS that lack adequate support or detail include:



- For the “Initial Alignments” in section 5.1, there is no specific information included to support the reduction in options. Just a bulletized list exists and a statement relative to the options “did not address the problems identified in Section 3.0 if they were deemed too negatively impactful.”
- For the “Viable Alignments” and their refinement (Sections 5.2 and 5.3), specific information is needed based on the TDM runs (section 5.1.1 - Figure 5-2) as well as the “Other Analysis” (section 5.1.1.1) efforts. The results of the modeling with an explanation of the distances away from the existing alignment that were determined to be “too far” needs to be included. How did each alignment address any established screening criteria to determine they were not practicable or resulted in greater or comparable impacts to water features?

It is re-emphasized that for the purposes of the 404(b)(1) analysis, if an alternative is practicable in light of the overall project purpose, then it needs to be carried forward in the evaluation, unless it would have greater impacts to waters of the United States. This requirement of evaluating options in light of the overall project purpose creates some concern relative to the difference in the purposes between the CCFS and the current project as alluded to in the previous comments concerning Need and Purpose. It is recommended for the 404(b)(1) analysis that the options contained in the CCFS be evaluated in light of the more general CCFS purpose (as supported by the objective of that document) and then those remaining alternatives carried from the CCFS screening be evaluated in light of the more refined purpose identified above for the Coit Rd – FM 1827 overall purpose.

Section 2.3.2, page 2-32, top of page (Figure 3-43, page 3-133, and other locations in the DEIS) – If an IP is required for the project, references to NWP 14 should be scrubbed from the document and appendices.

Section 2.4, page 2-38 states: *The Blue Alternative (A+E+C) is recommended as the Preferred Alternative and has been developed to a higher level of detail than the other reasonable alternatives to facilitate the development of mitigation measures and concurrent compliance with other applicable laws. Please describe how and where the impacts of the preferred alternative were refined in contrast to the other options. Impacts are shown in Figures 2-15, 3-46 and a Table in Appendix N. Page 3-133 states that an initial impact assessment was completed and refers to the Table in Appendix N. (It is noted that page 3-84 lists impacts to water features and refers to Figure 3-46 yet the numbers in the text do not match what is in the Figure. This figure cites the Impact Table in Appendix N but has higher totals than what is in Figure 2-15). Impact totals in Figure 2-15 are lower than those reflected in Figure 3-46 which indicates that all alternatives may have been refined. However, that does not comport with the above statement on page 2-38. Please specifically identify in the DEIS what the additional refinement of the Blue Alternative involved, where in relation to the alternatives analysis the refinement occurred, and what the total impacts are anticipated to be. It is urged that a compilation table of the impacts to waters were at the varying levels of analysis be provided rather than having to look at 3 locations in the EIS with differing totals. It is important for the alternatives analysis screening process, based on impacts to waters, to use the same methods and degrees of refinement at each level and that consideration of more refined data not be utilized at coarser level screens. It also noted that based on the summary numbers in Figures 2-15 and/or 3-46, the preferred alternative is not the LEDPA.*

## **Impacts, Mitigation and Other Items**

Please provide a refined description as to how the acreage and linear feet of impacts to wetlands and waters were calculated and what activities are involved in the assessment. This also needs to be accomplished for the classification of the impacts being temporary vs. permanent for each feature as reflected in Figures 2-15 and 3-46 and broken out in Appendix N. Areas of permanent vs. temporary effects should be shown on plans that have been provided and thoroughly described. Any avoidance and minimization actions taken with the alignments also need to be detailed. As described in the DEIS, the identification of waters was accomplished in the environmental footprint with a narrower Project Area/ROW. Therefore, alignment shifts, incorporation of differing project designs, and other actions taken to reduce impacts in relation to specific impact areas and water feature polygons need to be described (similar to what is described at the top of page 2-32).

Page 1-135. The listing of mitigation being required for various reasons needs to be deleted from the DEIS if an IP is required and reference to the mitigation rule (33 CFR 332 and 40 CFR 230.90 thru 98) added. If the project qualifies for NWP coverage then the listing should remain except for item 3) which needs to be removed. There is no numerical limitation set relative to a minimum acreage level for mitigation.

Section 106 of the National Historic Preservation Act (NHPA) Compliance – The Corps fully recognizes TxDOT as the lead Federal agency to ensure compliance with this statutory responsibility. Due to current personnel limitations and workload, the DEIS for this specific resource area has not been reviewed relative to this statutory responsibility. It is our intention to defer as much as possible to the efforts of TxDOT. No comments are provided relative to information concerning the Endangered Species Act (ESA) contained in the DEIS.

The DEIS does not identify or include the source area for materials associated with the project. This is a required item associated with a permit application as required at 33 CFR 325.1(d) which states:

- All activities which the applicant plans to undertake which are reasonably related to the same project and for which a DA permit would be required should be included in the same permit application.
- If the activity would include the discharge of dredged or fill material into the waters of the United States or the transportation of dredged material for the purpose of disposing of it in ocean waters the application must include the source of the material.

Source material sites can involve ESA and Section 106 of the NHPA compliance responsibilities as well as other requirements. Because TxDOT is the lead agency for the project and applicable statutes, the Corps wants to avoid having to potentially undertake workload for such responsibilities. It is recommended that a proposed source area be identified and evaluated in the DEIS. If the source site location changes as the project develops then such changes can be addressed by the lead agency.

The Corps appreciates the opportunity provide comments on the DEIS, please contact me if there are questions concerning these comments and the 404 regulatory process.

Chandler J. Peter  
Regulatory Technical Specialist  
Regulatory Division, Fort Worth District  
817-886-1736

**From:** Peter Nugent [REDACTED]  
**Sent:** Monday, April 17, 2023 7:44 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

# US 380 EIS Project

## Coit Road to FM 1827

TXDOT has unfortunately selected the Blue alternative for the highway 380 expansion/bypass project. To my understanding, it seems TXDOT has made the illogical choice due to a variety of reasons. The blue alternative, specifically segment A of such alternative, is more costly than segment B by approximately \$200 million, is more environmentally impactful than segment B, affects more homes and businesses, future and existing developments (some of which TXDOT fails to consider), and decreases the quality of life for the 36,000 homeowners in Stonebridge Ranch by increasing noise in park available to all Stonebridge Residents, residents of Tucker Hill, and the future residents of the Chase at Wilson Creek Multi Family homes which TXDOT fails to recognize broke ground before the new year and will displace ALL of those residents . Therefore, TXDOT must reconsider choosing an alternative with Segment B, choose the No build alternative, or modify segment A so that from Custer to the neighborhood of Tucker Hill it will go below grade.

The Blue Alternative has consistently been one of the more costly options as TXDOT has gone through the various phases of evaluating the project alternatives. Based on the Draft Environmental Impact Study, the Blue Alternative costs approximately \$200 million more than the Brown alternative. Far more than alternatives that include segment A. TXDOT has a fiduciary duty to be fiscally responsible when evaluating project alternatives.

According to the environmental draft study, the Blue alternative is more environmentally impactful as it runs adjacent to the LaCima pond and Park which currently flows directly across US 380 into a reservoir on the other side of the Highway. Construction would permanently affect the flow of water between the

LaCima pond and the reservoir on the other side of 380. This could have significant impacts on the wildlife that inhabit LaCima pond and park, as well as reduce the number of fish in the pond, which would also reduce the quality of fishing in the pond which happens frequently. In addition, the elevated highway would increase noise by 2-3 decibels by the pond which is above TXDOT's threshold for a sound barrier, but TXDOT states that it will not install a sound barrier to prevent noise in the park, thus negatively impacting the park. TXDOT cites that the reason the park is not of higher consideration is because it is a private park. While this is true, the park is open to the 36000 residents of Stonebridge Ranch, which is a greater number of people than the neighboring town of Prosper. In addition there is no security measure stopping the public from entering the park, and the homeowners association does not stop the public from utilizing the park. In fact, the park is a popular spot for people to take pictures. The 8 lane highway would negatively impact the entire community as it would ruin pictures, and thus get rid of a spot where the public takes pictures.

According to TXDOT the blue alternative will displace more businesses, particularly around the intersection of Custer and 380. Segment A displaces 14 more businesses than segment B not

including future developments. This will reduce the number of retailers and restaurants that residents have access to, and put people out of employment. In addition TXDOT says that segment A impacts less future residential development. This could not be farther from the truth. TXDOT fails recognize the new multi family development called the Chase at Wilson Creek, which segment A will completely destroy. This project got approval from the city council back in September of 2022, and began clearing land in December or January. The project is set to be completed in may of 2024, which is before TXDOT anticipates to begin construction on the proposed alternative, meaning that the alternative will displace all of the residents on the 27 acre multi family property. Most likely, the development will serve lower income families, something that is lacking in this area at the moment. Therefore TXDOT is misinforming the residents by not including up to date information on the status of the project, and thus gives deference to the future single family development in Prosper which serves wealthier residents, while displacing lower income residents in the Chase at Wilson Creek.

**From:** Phil Mitchell [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:46 PM  
**To:** Stephen Endres  
**Subject:** US380 Bypass

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 a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Philip and Pamela Mitchell  
608 Rosebury Circle  
McKinney, TX 75071

**From:** Philip Charles [REDACTED]  
**Sent:** Saturday, March 11, 2023 4:42 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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:

I will not iterate the arguments for and against the two proposals advanced for the 380 Bypass, as you have been inundated with same. However, I appreciate the opportunity to add my opinion to those supporting Option B.

Thank you for your favorable consideration of Option B as both meeting the needs and alleviating the concerns of the Stonebridge Ranch citizenry.

Sincerely,

Philip Charles  
2548 Dunbar Drive [REDACTED]  
McKinney, TX 75072  
[REDACTED]



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

---

As a Tucker Hill McKinney resident, I cannot believe that cronyism is the determining factor in the 380-overpass decision. Option B is the smartest and most fiscally responsible decision. Tucker Hill, Stonebridge, Wren Creek and other neighborhoods that will be directly impacted, did not have fair representation in early public comment. Bill Darling's financial campaign contributions to 4 of 7 city council members and city mayor has influenced them to not push back, which in turn will cost tax payers substantially more money. When clearly looking at all the factors, Option B is the best route as it is less expensive, has a lower environmental impact, improves traffic congestion and minimizes the number of businesses impacted and displaced. A bypass or loop is created to divert traffic to lesion overall congestion. If that is the true objective of the project, then you would want traffic off of 380 as quickly as possible. Option A keeps the bypass on 380 longer, which in turn creates more traffic congestion. This is the opposite reason for the entire bypass project. It also utilizes substantially more taxpayer money to fund.

---

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: PHILLIP FALK

Address: 2751 MAJESTIC AVENUE

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: MCKINNEY, TEXAS 75071



**From:** Phillip Falk [REDACTED]  
**Sent:** Thursday, March 9, 2023 10:02 AM  
**To:** Stephen Endres  
**Subject:** Public Hearing Comment Form  
**Attachments:** [HPSCAN\\_20230309155156393\\_2023-03-09\\_155243606.pdf](#)

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.

Stephen

My Public Hearing Comments Form

Phillip Falk

Tucker Hill Homeowner

2751 Majestic Avenue

McKinney, TX. 75071

**From:** Phillip Falk [REDACTED]  
**Sent:** Monday, March 6, 2023 12:48 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Public Hearing Comment Form

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.

Stephen

Public Hearing Comment Form

2751 Majestic Avenue  
McKinney, TX. 75071



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.

**Comments:**

I'm in the Commercial Real Estate and Securities Business. I will always endorse the most efficient/effective use of our State Funds. How about building us a combined HW380 + Bypass & Include a Beltway For Bikes & Exercise like the Atlanta or the Miami Beltway in option A. That way → In addition to the massive spending on Hwy 380, we could enter the 2030's For Good Health & Exercise. B is better option over A because it saves \$200 million, which can be used for Healthy Living.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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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**Please Print**

Name: Phillip Falk

Address: 2751 Majestic Avenue

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney, TX 75071

**From:** Phillip Jaubert [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:10 PM  
**To:** Stephen Endres  
**Subject:** implement Segment B

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. Enders.

As a homeowner and citizen of McKinney, TX, I strongly **OPPOSE** the construction of **Segment A** for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, *Segment B*, that will *cost less, reduce the tax burden* on McKinney residents, *destroy fewer businesses and homes*, and *result in less overall disruption* to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to **implement Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Phillip Jaubert  
972-523-2666

[REDACTED]  
[REDACTED]

**From:** Quan Nguyen [REDACTED]  
**Sent:** Sunday, March 26, 2023 8:46 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Quan and Susie Nguyen



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

I am against route c as it adversely affects the surrounding nature & environment and all of the ranches that have been thriving in this land for generations. Clearly, logically, route D is preferred as it is a flood plain that would not be so incredibly and uselessly displaced.

No c! My family would be devastated.

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

**Please Print**

Name: Rachel Smith

Address: 2200 Heather Hill Ln

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: Plano, Tx 75075

To whom it may concern:

I am a homeowner in Tucker Hill. I live in one of the houses that backs up to 380. I can see 380 from my dining room and hear 380's traffic from every room in my house. I am extremely concerned about the noise and air pollution and the fact that there is no sound wall/pollution barrier in the plan for Tucker Hill with the preferred selection of Segment A. I have a 2 year old daughter who currently refuses to go outside into our backyard during rush hour because of the traffic noise. TXDOT's own analysis even concludes that my house and my neighbor's houses will suffer from increased noise pollution. Further, with the destruction of the trees in front of Tucker Hill, there will be even less protection from the noise and pollution than we currently have. As detailed below, I do not believe that a sufficient analysis has been performed regarding the health and safety of residents during construction and afterwards if Segment A is chosen.

In addition, once my daughter is school-aged, she will be zoned to Prosper ISD. I am extremely concerned about the community cohesion between Tucker Hill and Auburn Hills. Tucker Hill will be truly isolated. The need to walk over an 8 lane highway just to access the rest of my city makes that apparent.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Did TxDOT analyze the impact of traffic flow in Tucker Hill and Stonebridge if there is an accident on the bypass? Did TxDOT analyze the safety for drivers on a segment with two 90-degree turns?

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, I request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision
- Include a tall pollution and noise barrier along the south side of Tucker Hill for the protection of the houses that TXDOT's study already show will be negatively impacted



**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable.

Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind.

TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.”

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Sincerely,

Rachel Thompson

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)



9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging ‘every organ in the body’](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children’s Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)

10. [Environmental Pollution\\_2017\\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives\\_2009\\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity\\_2016\\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives\\_2006\\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian\\_2019\\_Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal\\_2019\\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian\\_2019\\_Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility\\_2019\\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility\\_2018\\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian\\_2018\\_Air pollution particles found in mothers' placentas](#)
20. [The Guardian\\_2018\\_Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS\\_2018\\_The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian\\_2017\\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ\\_2017\\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian\\_2017\\_Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian\\_2018\\_Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet\\_2019\\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian\\_2017\\_How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian\\_2018\\_Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health\\_2018\\_Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine\\_2010\\_Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian\\_2016\\_Air pollution linked to increased mental illness in children](#)
32. [BMJ\\_2016\\_Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian\\_2018\\_Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian\\_2017\\_Electric cars are not the answer to air pollution, says top UK adviser](#)

35. [The New York Times\\_2022\\_Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston\\_ No Safe Level of Transportation Emissions](#)
37. [Elsevier\\_2017\\_Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard\\_2016\\_Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives\\_2016\\_Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Video](#)
41. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_Slides](#)
42. [Texas Pedestrian Safety Coalition\\_2023\\_Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_HBW Notes.docx](#)
43. [University of British Columbia\\_2023\\_Traffic pollution impairs brain function](#)
44. [Environmental Health\\_2023\\_Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen\\_2023\\_MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association\\_2022\\_Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association\\_2022\\_Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives\\_2011\\_Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet\\_2017\\_Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives\\_2008\\_Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine\\_2004\\_Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet\\_2002\\_Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine\\_2010\\_Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution A Cohort Study](#)
54. [The Urban Institute\\_2022\\_The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen\\_2022\\_The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC\\_2022\\_Chapter 8 Transport](#)
3. [WHO\\_2021\\_Global Air Quality Guidelines](#)
4. [USPIRG\\_2021\\_Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME\\_2016\\_The Cost of Air Pollution](#)
6. [Transportation for America\\_Driving Down Emissions](#)

#### Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment
2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire-road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards
5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review
8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles

19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean
23. The Guardian 2016 Why electric cars are only as clean as their power supply
24. Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment
25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.

#### VOCs/ PM2.5/ Greenhouse Gases

1. World Health Organization 2019 Exposure to benzene: a major public health concern
2. American Lung Association 2022 Volatile Organic Compounds
3. National Cancer Institute 2022 Benzene
4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.
5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles
8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM2.5): The culprit for chronic lung diseases in China.
16. Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system

17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
19. CDC 2022 Climate Effects on Health.
20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System
2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

#### Resources

1. TxDOT 2022 DEIS

**From:** Rachel Thompson [REDACTED]  
**Sent:** Wednesday, April 19, 2023 9:30 PM  
**To:** Stephen Endres  
**Subject:** US 380 Segment A Concerns

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.

To whom it may concern:

I am a homeowner in Tucker Hill. I live in one of the houses that backs up to 380. I can see 380 from my dining room and hear 380's traffic from every room in my house. I am extremely concerned about the noise and air pollution and the fact that there is no sound wall/pollution barrier in the plan for Tucker Hill with the preferred selection of Segment A. I have a 2 year old daughter who currently refuses to go outside into our backyard during rush hour because of the traffic noise. TXDOT's own analysis even concludes that my house and my neighbor's houses will suffer from increased noise pollution. Further, with the destruction of the trees in front of Tucker Hill, there will be even less protection from the noise and pollution than we currently have. As detailed below, I do not believe that a sufficient analysis has been performed regarding the health and safety of residents during construction and afterwards if Segment A is chosen.

In addition, once my daughter is school-aged, she will be zoned to Prosper ISD. I am extremely concerned about the community cohesion between Tucker Hill and Auburn Hills. Tucker Hill will be truly isolated. The need to walk over an 8 lane highway just to access the rest of my city makes that apparent.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Did TxDOT analyze the impact of traffic flow in Tucker Hill and Stonebridge if there is an accident on the bypass? Did TxDOT analyze the safety for drivers on a segment with two 90-degree turns?

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, I request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision
- Include a tall pollution and noise barrier along the south side of Tucker Hill for the protection of the houses that TXDOT's study already show will be negatively impacted

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of



fatal accidents, including turns.

- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no

regard taken to Tucker Hill's name

– collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable.

Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In

March 2021, TTI noted that they s  
scenarios”. At that time

, TTI deemed that the growth rates used in the revised study were acceptable for  
“short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how  
their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic  
growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of  
the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind.  
TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for  
horizontal curves is about three times that of other types of highway segments  
([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States  
Department of Transportation released their National Roadway Safety Strategy, which endorsed zero  
fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare  
the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment  
A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT  
considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents,  
injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment  
and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A  
and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper  
and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a  
failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from  
McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008,  
as the only established subdivision completely blocked off from McKinney on two sides of the  
neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in  
Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and  
the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning  
documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

Further, I do not understand how the noise analysis in the current EIS was performed. Can you please explain it in layman's terms? Was an analysis done during rush hour by an independent party? Why, when the current EIS shows that houses will be significantly impacted by noise pollution, does Tucker Hill not have a noise barrier?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

## **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

## Quality of Comments Collected

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

## NEPA

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Sincerely,

Rachel Thompson

## Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)
  
9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)

6. Respiratory Medicine 20:

biological allergens

7. American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction

8. Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study

9. Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School

10. Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants

11. Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California

12. Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study

13. Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas

14. The Guardian 2019 Air pollution deaths are double previous estimates, finds research

15. European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions

16. The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'

17. Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study

18. Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study

19. The Guardian 2018 Air pollution particles found in mothers' placentas

20. The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals

21. PNAS 2018 The impact of exposure to air pollution on cognitive performance

22. The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors

23. BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study

24. The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'

25. The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows

26. The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study

27. The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis

28. The Guardian 2018 Childhood obesity linked to air pollution from vehicles

29. Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index

30. Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years

31. The Guardian 2016 Air pollution linked to increased mental illness in children



32. [BMJ 2016 Association b](#)  
[for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)
  
35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment-Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)

6. Transportation for America

Induced Demand

1. Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis

Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment
2. Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM
3. Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire-road interface
4. Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards
5. Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment
6. Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review
7. Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review
8. Science of the Total Environment 2020 Tyre and road wear particles (TRWP) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment
9. Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?
10. Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions
11. Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles
12. Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires
13. Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions
14. Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces
15. The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study
16. UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust
17. U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles
18. U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles
  
19. National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type
20. US News 2020 Brake Dust Another Driver of Air Pollution
21. The New York Times 2021 How Green Are Electric Vehicles?
22. Scientific American 2016 Electric Cars Are Not Necessarily Clean
23. The Guardian 2016 Why electric cars are only as clean as their power supply

24. Biofriendly Planet 2022 E
25. California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035
26. CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.

#### VOCs/ PM2.5/ Greenhouse Gases

1. World Health Organization 2019 Exposure to benzene: a major public health concern
2. American Lung Association 2022 Volatile Organic Compounds
3. National Cancer Institute 2022 Benzene
4. Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.
5. Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026
6. Atmospheric Environment 2017 Characteristics of volatile organic compounds (VOCs) from the evaporative emissions of modern passenger cars
7. Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles
8. Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry
9. PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions
10. Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok
11. Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air
12. Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry
13. Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry
14. Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles
15. Chronic Diseases and Translational Medicine 2018 Fine particulate matter (PM2.5): The culprit for chronic lung diseases in China.
16. Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system
  
17. US EPA 2022 Health and Environmental Effects of Particulate Matter (PM)
18. Harvard School of Public Health 2011 Greenhouse gases pose threat to public health
19. CDC 2022 Climate Effects on Health.
20. NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. Transportation Research I  
MOBILE4 and Highway Performance Monitoring System
2. Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour  
and free-flow conditions
3. Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption  
and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data
4. Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic
5. USA Today 2011 Study blames 2,200 deaths on traffic emissions

#### Resources

1. TxDOT 2022 DEIS

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, March 7, 2023 8:29 AM  
**To:** Rachelle Hansen [REDACTED]  
**Subject:** RE: No to segment A, yes to segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Rachelle Hansen [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:48 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** No to segment A, yes to segment B

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. Enders,  
Please NO to Segment A, YES to Segment B  
As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

**From:** Rachelle Mossinger [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:32 PM  
**To:** Stephen Endres  
**Cc:** Home  
**Subject:** NO bypass in Prosper

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 am writing to you to share my STRONG opposition to the bypass and Option B running through Prosper. I am a resident of Whitley Place and have been for the last seven years and disagree with the bypass running through Prosper for the following reasons:

- 12+ lanes going right through Prosper (8 lanes & 4+ access lanes on either side) with the magnitude equal to US 75, located just south of Founders Academy
- US 380 Bypass Segment B options + approved Collin Outer Loop (4-6 lanes) just north would sandwich NE & SE Prosper in between 2 major highway thoroughfares
- Directly affects and disruptive to numerous neighborhoods: Whitley Place, Whispering Farms, Brookhollow, Christie Farms, Rhea Mills, Gentle Creek, Amberwood, Ladera, etc.
- Prosper properly planned for expansion (380 can be widened!). If other towns didn't plan this can't be put on Prosper
- Directly impacts multiple schools in Prosper ISD: Cockrell Elementary | Rogers Middle School | Walnut Grove High School and Founders Classical Academy and student drivers
- Increased Traffic and Noise
- Materially impacts ManeGait and the wonderful therapy they provide to children, veterans, and our disabled community
- Exorbitant costs of acquiring rights of way, adverse environmental impacts, wetland mitigation
- This design does not make for an acceptable proposal nor effective use of taxpayer money
- School buses having to go on a highway to take kids to school / young drivers for the high school having to deal with highways and high speeds
- Significant environmental impact: pollution, emissions, & poor air quality
- Safety of our citizens and students
- Decreased home values and overall desire of area
- Massive utility relocations that are critical to Prosper's infrastructure
- Substantial lost tax revenue to the Town and Prosper ISD

In closing, I highly oppose Option B and want 380 to stay on 380 or Option A to be considered.

Rachelle Mossinger  
4060 Chimney Rock Drive  
Prosper, Texas 75078

Sent from my iPhone

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Date: February 24, 2023 at 9:31:33 AM CST  
To: Raechel Conner [REDACTED]  
Subject: RE: 380 Bypass / 8 lane project

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Raechel Conner [REDACTED]  
Sent: Friday, February 24, 2023 8:32 AM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: 380 Bypass / 8 lane project

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.

Hello,

My name is Raechel & Mike Conner. My sister owns the property on 2500 FM 2933. We have visited this property many times & we do not agree with the route that will destroy it. Please consider route D. I am told that route D will disrupt less homes.

Thank you for your consideration.

Raechel & Mike Conner

**From:** Ralph Easterwood [REDACTED]  
**Sent:** Friday, March 10, 2023 3:09 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass NE of McKinney Texas

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.

I am emailing concerns over the US 380 Bypass NE of McKinney Texas, I oppose Route C.

- 1 Route C severely damages one of the largest remaining forests in central Collin County
  - 2 Route C destroys 71% more acres of forests and woodlands and 151% more acres of grassland and prairie
  - 3 Route C divides residential and farming/ranching communities
  - 4 Route C affects and displaces significantly more homes, businesses, and community resources.
- These are just a few reasons why I am opposed to Route C.

Regards,  
Ralph Easterwood



**From:** Nancy P Robertson [REDACTED]  
**Sent:** Friday, March 31, 2023 1:02 AM  
**To:** Stephen Endres  
**Subject:** Fwd: US 380 Bypass Project - EVERY COMMENT COUNTS

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.



## SAVE STONEBRIDGE RANCH LIFESTYLE: EVERY COMMENT COUNTS

In the US 380 Bypass project (Coit Road to FM 1827), TxDOT has proposed the construction of Segment A which will cause untold damages to our Stonebridge Ranch lifestyle.

Dear Mr. Endres;

As homeowners and citizens of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, we understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. Our home is right behind the sound wall on 380 near Stonebridge Dr. so we will be directly impacted by Segment A if chosen .

We strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Randy & Nancy Robertson

7816 Harvest Hill Lane  
McKinney, TX 75071

**From:** rbele30 [REDACTED]  
**Sent:** Wednesday, March 15, 2023 10:04 AM  
**To:** Stephen Endres  
**Subject:** HW 380 opposition to proposed A route

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.

Hello Stephen,

I am writing because my community and I strongly object the proposed route "A" 380 bypass construction. It is the most disruptive route to the surrounding residents and makes no sense financially. Please understand this project has caused undeserved stress on these affected residents. We moved to this location for some peace and quiet, we surely did not sign up for noise disturbance to be at our backyard. This project will cause severe loss on our property value and sense of community to these subdivisions.

A lot of us have attended the meeting on February 16th, but there were only maps showing proposed routes, video showing the plan and poster boards showing noise barrier plans. There was no one to hear the public opinions and voices.

Although I understand the anticipated traffic increase on 380 due to the growth, please consider other better routes that is not as disruptive to the community.

Thank you,  
Timberidge subdivision resident  
Rebecca

Sent from my T-Mobile 4G LTE Device



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

Comments: I oppose Route C! Please go  
with another route! It displaces  
many working ranches!  
They say our comments don't matter!  
I want to save my ranch! you will  
take 1/2 of it!

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.

Please Print

Name:

Rebecca Easterwood

Address:

2500 FM 2033

Apartment, suite, etc.:

City/State/Zip:

McKinney TX 75071

**From:** Rebecca Kleinman [REDACTED]  
**Sent:** Monday, April 17, 2023 10:39 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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,

I live in one of the neighborhoods where you want to put a freeway. My 89 year old mother also owns a home in our neighborhood. We have lived in McKinney for more than a decade. But this threatens our way of life, our peace, our homes. What on earth are you thinking? Would you raise your kids next to a freeway? Would you purchase a home next to a highway like this? This will pollute our air. It will increase noise. It will cause our property values to plummet. It is a waste of taxpayer dollars. It will cause disruptions and delay for years. It will negatively impact several local schools. It is a BAD idea that must be stopped. Please, just say NO to Segment A!

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch and Auburn Hills residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

The facts about Segment A and Segment B:

<i>TxDOT Category</i>	<b>Segment A</b>	<b>Segment B</b>
<i>Major Utility Conflicts</i>	7	2
<i>Residential Displacements</i>	2	5
<i>Business Displacements</i>	15 - 27	0
<i>ROW Required/Cost</i>	180 acres/\$248 million	191 acres/\$153 million
<i>Wetlands total acres</i>	1.04 acre	0.46 acre
<i>Rivers/streams total linear ft.</i>	5,361 linear feet	2,759 linear feet
<i>Forests/Prairies &amp; Grasslands total acres</i>	67 acres/41 acres	35 acres/67 acres
<i>Hazardous Materials</i>	2 moderate risk/2 high risk	0 sites
<i>Estimated Total Cost</i>	\$958 million	\$766 million

My opposition to Segment A of the “Blue Alternative” is based on the following facts:

1. Segment A destroys 27 businesses, more than that by the time the project is constructed whereas Segment B destroys no business, 7 displacements, and 5 homes.
2. The cost of Segment A right of way acquisition estimated today is \$957.8 million compared to \$888.8 million for Segment B. It is likely to reach more than \$1 billion by the time the project is constructed based on current construction projects which are not counted in the current TxDOT estimates.
3. The proposed Blue Alternative which includes Segment A calls for \$120 million from the City of McKinney for right of way acquisition which will be an unplanned tax burden to McKinney taxpayers. The amount of that tax burden quite likely will increase as the cost of ROW acquisitions and related expenses increase.
4. Segment A will have a significant detrimental impact on Stonebridge Ranch, Auburn Hills and Tucker Hill which border the proposed construction of Segment A. It will create major traffic disruption, increased noise, and increased health and environmental problems, not to mention the impact on schools, morning and afternoon traffic, and school zones divided by US380 Segment A.

Please select Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827. DO NOT implement segment A.

Thank you for your consideration.

Best,  
Rebecca Kleinman  
5504 Fulham Lane  
McKinney, TX 75071

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:43 AM  
**To:** Rebecca Easterwood [REDACTED]  
**Subject:** RE: 380 Bypass NE McKinney: Oppose C, Support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Rebecca Easterwood [REDACTED]  
**Sent:** Monday, February 27, 2023 11:00 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; [REDACTED]  
[REDACTED]  
**Cc:** gary sanders [REDACTED]; Sherri Eubank [REDACTED]  
**Subject:** 380 Bypass NE McKinney: Oppose C, Support D

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 day,

I am emailing with my concerns over the US 380 Bypass NE of McKinney Texas, I oppose Route C. The attached map depicts the two segments (Route C and D) under consideration for Focus Area 3: SH5 to FM 1827 of the TxDot US 380 Coit Road to FM 1827 Draft EIS. The locations of proximate residences, businesses and community resources are mapped out.

1. Route C severely damages one of the largest remaining forests in central Collin County
2. Route C destroys 71% more acres of forests and woodlands and 151% more acres of grassland and prairie

3. Route C divides residential and farming/ranching communities
4. Route C affects and displaces significantly more homes, businesses, and community resources.

Above are just a few reasons why I am opposed to Route C. You can see the complete listings of C vs. D on the attached map.

Please help us in choosing route D over route C.

Regards,  
Rebecca L. Easterwood - resident of affected ranchland of route C.

--

Becky

[REDACTED]

214-794-0923

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A Texas Department of Transportation message





**From:** C man [REDACTED]  
**Sent:** Thursday, March 30, 2023 5:48 PM  
**To:** Stephen Endres  
**Subject:** 380 Highway bypass project- my comment

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 Texas Department of Transportation, McKinney, and Prosper,

Plan A is not good because it would require the highway to go through just one city at a higher expense to the taxpayers and would not bypass as much of the major roadway. This plan would also force the road to run from north to south, which is not optimal for relieving traffic from east to west. Furthermore, Plan A would cut off the entire community of Tucker Hill from the city, and displace more residences, which would have a significant impact on the community and environment.

On the other hand, Plan B is a better option because it would mostly go through McKinney and run through Plano for about a mile. Plan B would bypass highway 380, avoid cutting off the entire community of Tucker Hill from the city, and displace only a minimal number of residences, a horse farm, and some planned communities. Plan B is the most cost-effective plan and better meets the need for bypassing highway 380, improving east-west traffic flow, and enhancing safety. Plan B would also have less of an impact on the community and environment compared to Plan A.

Plan A reduces the efficacy of every major goal stated by the DOT. As taxpayers and residents, we must consider the long-term benefits and costs of each plan. Plan B is the best option as it is more cost-effective and better meets the need for bypassing highway 380, improving east-west traffic flow, and enhancing safety. We must consider the impact that the project will have on the community and the environment for decades to come.

Therefore, I urge the Texas Department of Transportation, McKinney, and Prosper to build Plan B.

Sincerely,  
Reddy Tummala

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** [REDACTED]  
**Sent:** Saturday, February 25, 2023 9:44 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. Segment B is much less disruptive and makes more sense for what the new bypass is trying to accomplish.

Thank you,  
Renate Hodkowski

**From:** Renee Brandish [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:38 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Renee Brandish

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:24 AM  
**To:** DeeDee Lynn [REDACTED]  
**Subject:** RE: Highway 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** DeeDee Lynn [REDACTED]  
**Sent:** Monday, March 6, 2023 11:23 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Highway 380 Bypass

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.

I have been a resident of Collin County all my life and currently live in McKinney so I will be directly impacted by the Highway 380 Bypass. I am writing to ask you to support Route D. Route C is a terrible path because it will:

- severely damage one of the largest remaining forests in central Collin County
- destroy 71% more acres of forests and woodlands and 141% more acres of grassland and prairie than Route D
- disturb the wetlands that serve as a refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- eliminate a large area of suitable habitat for endangered/threatened species
- divide residential and farming/ranching communities
- affect and displace significantly more homes, businesses, and community resources
- has worse traffic performance (lower traffic capacity, slower travel speeds, and more elevation changes)

Route C is also strongly opposed by Texas Parks and Wildlife which prefers Route D.

Please put your support behind Route D. It's important to the people who live and work in McKinney. Too often government only looks at what's presented in front of them and forgets to fully consider the consequences to the daily life of the people who have to live with the choices made by the government.

Thank you,  
Rhoda Lynn  
1728 Bonner Street  
McKinney, TX 75069  
214-808-7526

---

A Texas Department of Transportation message



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:24 AM  
**To:** DeeDee Lynn [REDACTED]  
**Subject:** RE: Highway 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** DeeDee Lynn [REDACTED]  
**Sent:** Monday, March 6, 2023 11:23 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Highway 380 Bypass

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.

I have been a resident of Collin County all my life and currently live in McKinney so I will be directly impacted by the Highway 380 Bypass. I am writing to ask you to support Route D. Route C is a terrible path because it will:

- severely damage one of the largest remaining forests in central Collin County
- destroy 71% more acres of forests and woodlands and 141% more acres of grassland and prairie than Route D
- disturb the wetlands that serve as a refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- eliminate a large area of suitable habitat for endangered/threatened species
- divide residential and farming/ranching communities
- affect and displace significantly more homes, businesses, and community resources
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Route C is also strongly opposed by Texas Parks and Wildlife which prefers Route D.

Please put your support behind Route D. It's important to the people who live and work in McKinney. Too often government only looks at what's presented in front of them and forgets to fully consider the consequences to the daily life of the people who have to live with the choices made by the government.

Thank you,  
Rhoda Lynn  
1728 Bonner Street  
McKinney, TX 75069  
214-808-7526

---

A Texas Department of Transportation message



**From:** Richard E. Bustamente [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:57 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

In the US 380 Bypass project (Coit Road to FM 1827), TxDOT has proposed the construction of Segment A which will cause untold damage to our Stonebridge Ranch lifestyle.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Richard & Martha Bustamente



**From:** Richard E. Bustamente [REDACTED]  
**Sent:** Thursday, March 30, 2023 11:28 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Re: NO to Segment A

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.

I appreciate your consideration.

As a side note, I travel HWY 380 almost daily, my concern is that we really need to consider where the traffic on 380 really begins to become heavy to the point of congestion. I believe it really starts at the intersection of 380 and 720 the traffic increases and really clogs up at the intersection of 380 and 423 and continues all the way to HWY 5 and 380.

It seems to me the farther back toward Denton, we set the alternate route to HWY 5 the more we can reduce the traffic flow to and Thru Mckinney.

Another comment, the traffic flow from Coit rd to Hwy 5 could see an immediate improvement if the traffic light were

timed properly to provide a continuous flow of green lights, currently, you cannot drive from Coit rd on a green light thru Lake Forest. the lights at lake Forest continually cause traffic stoppage.

I recognize your trying your best to satisfy all concerned,

Love to have a discussion if you would like.

Richard E Bustamente  
928-925-4079

On Thursday, March 30, 2023 at 08:53:41 AM CDT, Stephen Endres <[stephen.endres@txdot.gov](mailto:stephen.endres@txdot.gov)> wrote:

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

---

**From:** Richard E. Bustamente [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:57 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A

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.

In the US 380 Bypass project (Coit Road to FM 1827), TxDOT has proposed the construction of Segment A which will cause untold damage to our Stonebridge Ranch lifestyle.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Richard & Martha Bustamente

---

A Texas Department of Transportation message



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A Texas Department of Transportation message



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:30 PM  
**To:** Rick Beauregard [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Rick Beauregard [REDACTED]  
**Sent:** Friday, February 24, 2023 8:51 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Richard Beauregard  
612 Braxton Ct  
McKinney, Tx 75071

[Sent from the all new AOL app for iOS](#)

**From:** Jan Clare [REDACTED]  
**Sent:** Wednesday, March 29, 2023 7:23 AM  
**To:** Stephen Endres  
**Subject:** 380:Bypass

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 support Segment A of the 380 Bypass as I have since the first plans were revealed. I also hope you will implement the Alternative Plan for the intersection at 380/Custer.

Regards,

Richard Clare

[Sent from Yahoo Mail for iPad](#)

**From:** [REDACTED]  
**Sent:** Monday, March 27, 2023 10:30 AM  
**To:** Stephen Endres  
**Cc:** [REDACTED]  
**Subject:** Proposed 380 Bypass

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 TxDOT:

I am writing to protest the recommended alignment of Segment A for the 380 proposal as it currently stands.

I am a resident of Stonebridge Ranch which has over 9,000 families with over 36,000 people living in this community. Segment A alignment will drastically effect these residents as our main road running through our community will be adversely affected by this proposed alignment. It makes far more sense to connect the bypass further to the west beyond Custer Road as per Segment B.

TxDOT is proposing a bypass so lets make it as good a bypass as it can be. Dumping the traffic onto 380 as proposed in Segment A makes no sense. It leaves more of 380 congested than Proposal B. As I understand it proposal A will cost over 100 million dollars more to construct which is a waste of my tax dollars.

An ariel view of land for both proposals shows that B makes more sense and will not run right next to an existing community of Tucker Hill. Proposal B runs through vacant land that has not been developed. A horse farm can be easily moved and Prosper's plans for development can be changed but the Tucker Community is already there and many families will be affected.

Anyone looking at the design plans can see that Segment B is the best selection. It will bypass traffic further west, effect current residents of Stonebridge Ranch and Tucker Hill the least and cost millions less to build.

I there strongly stand against the Segment A proposed alignment.

Richard Evans

**From:** Rich Nichols [REDACTED]  
**Sent:** Friday, March 10, 2023 10:01 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Richard Nichols  
7704 Michael Ct  
[REDACTED]

Sent from my iPhone

**From:** Tom Dover [REDACTED]  
**Sent:** Wednesday, March 8, 2023 10:39 AM  
**To:** Stephen Endres  
**Subject:** 380 bypass Say NO to Segment A

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.

## **NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

Segment B has the west end of the bypass the furthest west. This is needed to carry traffic now and for the future growth in the area.

I strongly urge you to implement **Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Please consider this option over Segment A. Segment A will destroy more businesses, cost many millions more to build, and cause greater disruption. Thank you for your time.

Sincerely,

Richard Thomas Dover





**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Section C goes thru too many homes, businesses, wetland and forests

D was/is a much better route

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: Riek Eubank

Address: 2371 CR 338

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney, Tx 75071

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 9:00 AM  
**To:** Rita Ingram [REDACTED]  
**Subject:** RE: 380 Opposition of Route C

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Rita Ingram [REDACTED]  
**Sent:** Friday, February 17, 2023 1:43 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Opposition of Route C

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.

To whom it may,

Please know that those of us in McKinney that will be impacted by this future construction do not agree with the government seizure of 29 homes rather than choosing Route D which limits the impact to 7 seized lands. With the Route C plan the government is taking community ranch land that is used for the mental health and therapeutic riding of residents that visit. By going through the flood plains, you can save a lot of private land and keep the residents much happier within the districts. No one agrees with the process of condemnation, as it is legal government theft of the American Dream. If absolutely necessary, at least do something that is the least impactful to the Texas residents that have lived there for years.

Thank you for your time.

Rita M. Ingram  
Have a Fantastic Day!

**From:** r sam [REDACTED]  
**Sent:** Wednesday, March 15, 2023 8:17 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Ritu Sam  
6405 Wind Song Dr  
McKinney 75071

**From:** Rob Yeichner [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:42 PM  
**To:** Stephen Endres  
**Subject:** PLEASE, NO TO 380 SEGMENT A

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.

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Rob Yeichner  
1717 Landon Lane  
McKinney, TX 75071

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:18 AM  
**To:** Robb Jackson [REDACTED]  
**Subject:** RE: 380 Bypass from Coit Road to FM1827

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Robb Jackson [REDACTED]  
**Sent:** Sunday, March 5, 2023 4:55 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass from Coit Road to FM1827

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: As a homeowner and citizen of McKinney, Texas, I strongly oppose the construction of segment A and support segment B in the blue alternative as proposed for US 380 Bypass from Coit Road to FM 1827. Thanks for your consideration in this matter. Robb Jackson

Robb Jackson  
Enclave Builders  
900 Bridge Point Cir.  
McKinney, TX 75072  
Phone: (214) 868-8000  
Fax: (214) 705-9657

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:07 AM  
**To:** Robert Gredig [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Robert Gredig [REDACTED]  
**Sent:** Saturday, February 25, 2023 9:37 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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,

With great respect, I ask that you consider my comments below regarding the 380 bypass.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Reasons to consider OPPOSING Segment A:

Costs taxpayers \$98.8 million more

Impacts 57% more natural wetlands & wildlife

Negatively impacts Tucker Hill and Stonebridge Ranch neighborhoods

Reasons to SUPPORT Segment B:

Requires 73% fewer business and residential displacements

Avoids costly reconstruction of the intersection at U.S. 380 & Custer Road

14% shorter, saving time and money

Thank you for your consideration,

Robert & Rebecca Gredig

6509 Valley View Drive

McKinney, TX

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A Texas Department of Transportation message



**From:** Robert Pine [REDACTED]  
**Sent:** Tuesday, April 4, 2023 1:30 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass in Collin County

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,

I first want to thank you for your service to the State of Texas. We Texans tend to overlook the dedicated service State of Texas public officials as yourself provide us. Thank you.

As a 31-year resident of Collin County, I am writing regarding the proposed bypass of Highway 380 on the northern part of Collin County. My understanding is that the A-E-D alignment was recommended, following the feasibility study.

However, at the last meeting regarding this matter, the A-E-C alignment was proposed as the preferred alternative. I would like to express my opposition to this preferred alternative proposal.

Earlier in the process, when other serments were studied, emphasis was given on impacting fewer homes, utilizing more of the existing US 380, and also public concern. If these same criteria were applied to the bypass in question, segment D would be the appropriate choice. **Segment C disrupts and destroys longtime communities along County Road 338 and FM 2933.** We have 30-year friends whose property would be disrupted by the proposed highway, their small business destroyed, and the rural lifestyle they chose over 30 years ago, destroyed. Several of their closeby neighbors would completely have their long-held rural lifestyle destroyed and lose their property. At stake also is the peaceful lifestyle which led them to this rural location many years ago, and the loss of neighbors who are close friends. If the alternative Segment D were choisen, only one community of a few homes along Woodlawn Road would be affected, versus over 18 homes on Segment C. Also, Segment D does not put neighbors on opposite sides of a noisy freeway, as does Segment C. Segment C neighbors would be cutoff from their longtime neighbors.

I request that the initial A-E-D alignment on the proposed Highway 380 new alignment, recommended in the Feasibility Study, be implemented.

Robert A. Pine



**From:** Robert Carey [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:02 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards,

Robert Carey

Robert K Clough  
7312 Easley Dr  
McKinney, TX 75071

April 18, 2023

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e. TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber

MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

## **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

## **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

## **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely

blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during

construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.



The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

## “NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Bob

Robert K. Clough

## Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR About the methodology](#)
3. [American Economic Review\\_2011\\_The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board\\_2014\\_Policy Brief\\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis\\_2015\\_Policy Brief\\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

Case Studies & TxDOT Publications

1. [Air Alliance Houston\\_2019\\_Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston\\_2022\\_Why are we still building highways?](#)
3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation\\_2022\\_In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters\\_2021\\_Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022\\_'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times\\_2022\\_Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT\\_2023\\_TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT\\_2018\\_Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian\\_2022\\_Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik\\_2022\\_Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory\\_2017\\_Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research\\_2012\\_Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives\\_2023\\_Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian\\_2019\\_Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest\\_2019\\_Air Pollution and Noncommunicable Diseases](#)
3. [PNAS\\_2018\\_Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution\\_2008\\_Human health effects of air pollution](#)

5. [Environmental Health Perspectives\\_2007\\_Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine\\_2015\\_Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology\\_2008\\_Part particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives\\_2016\\_Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives\\_2010\\_Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)
10. [Environmental Pollution\\_2017\\_Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives\\_2009\\_Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity\\_2016\\_Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives\\_2006\\_Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian\\_2019\\_Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal\\_2019\\_Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian\\_2019\\_Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility\\_2019\\_Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility\\_2018\\_Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian\\_2018\\_Air pollution particles found in mothers' placentas](#)
20. [The Guardian\\_2018\\_Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS\\_2018\\_The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian\\_2017\\_Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ\\_2017\\_Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian\\_2017\\_Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian\\_2018\\_Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet\\_2019\\_Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian\\_2017\\_How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian\\_2018\\_Childhood obesity linked to air pollution from vehicles](#)

29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)
35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)
41. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)

53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire-road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)

12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)
19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)



11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)
17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health.](#)
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)



**From:** Robert Donley [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:49 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPad

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 17, 2023 8:31 AM  
**To:** Robert Gredig [REDACTED]  
**Subject:** RE: Keep it Moving Dallas 380 Bypass Comment

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Robert Gredig [REDACTED]  
**Sent:** Thursday, February 16, 2023 6:58 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Keep it Moving Dallas 380 Bypass Comment

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.

I am writing to give my support for the "Brown" 380 bypass alignment that includes sections B, C, & E. As a home Physical Therapist, I drive 380 every day, and I am routinely on 380 between Princeton and Little Elm (423). Due to our ever growing population, and the resulting increase in traffic, I think that the wider we can make the bypass the more that traffic will be diverted from 380. I also believe that there is a significant problem area at the intersection of North Stonebridge Drive and 380 where a large number of very serious motor vehicle accidents have occurred. If section A is approved, then this area will end up having an increase in traffic. I implore you to seriously consider the future of our area and how making the bypass as wide as possible from East to West will benefit the congestion on 380 in the future. Thank you for considering my opinion.

Robert Allen Gredig  
6509 Valley View Drive  
McKinney, TX 75071  
214.843.4622

**From:** Bob Hansen [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:49 PM  
**To:** Stephen Endres; Bob Hansen  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX, I strongly **OPPOSE** the construction of **Segment A** for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, *Segment B*, that will *cost less, reduce the tax burden* on McKinney residents, *destroy fewer businesses and homes*, and *result in less overall disruption* to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to **implement Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely

Robert Hansen

**From:** John Solomon [REDACTED]  
**Sent:** Friday, March 10, 2023 5:09 PM  
**To:** Stephen Endres  
**Subject:** Yes for segment B

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.

## ***NO to Segment A***

***As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.***

***I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.***

***Sincerely,***

Robert Solomon  
2505 Wales Drive  
McKinney, TX. 75072

**From:** Robert Tozier [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:39 PM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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 evening,

I hope this finds you well! As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Robert

Sent from my iPhone

**From:** Winston Allen [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:43 PM  
**To:** Stephen Endres  
**Subject:** 380 By-Pass

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.

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Robert Winston Allen  
1904 Van Landingham Dr  
McKinney, TX 75071

Robert Winston Allen, DDS

*Confidentiality Notice: This email transmission may contain confidential health information or other information that is privileged and/or confidential and which may be subject to legal restrictions and penalties regarding its unauthorized disclosure or other use. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or reliance upon the contents of this e-mail is strictly prohibited. If you have received this e-mail transmission in error, please reply to the sender, so that arrangements can be made for proper delivery, and then please permanently delete the e-mail (and all attachments) from your e-mail and computer systems.*

**From:** Roberto Farias [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:45 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Roberto Farias.

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 10:01 AM

To: Robertt Gilani [REDACTED]

Subject: RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Robertt Gilani [REDACTED]

Sent: Saturday, February 25, 2023 12:07 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: NO to Segment A, YES to Segment B

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.

I would like to provide feedback regarding Segment A:

As a homeowner and citizen of McKinney, Texas, I strongly oppose the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Regards,  
Robertt Gilani

Sent from my iPad

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C96c747916eaa45147abf08db19a5f751%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131972822485658>



-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 10:00 AM

To: Robertt Gilani [REDACTED]

Subject: RE: NO to Segment A, Yes to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Robertt Gilani [REDACTED]

Sent: Saturday, February 25, 2023 12:08 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: NO to Segment A, Yes to Segment B

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.

As a homeowner and citizen of McKinney, Texas, I strongly oppose the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

[A Texas Department of Transportation (TxDOT)

message]<[https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-fety%2Ftraffic-safety-)

[fety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C09b118b95ab7458b53ea08db19a60929%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131973121770237%7CUnknown%7CTWFpbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=cwooh3PI7b69Lmqyikim9LOqa11CwsxVNXDI8uO%2BIIIM%3D&re-served=0](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-fety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C09b118b95ab7458b53ea08db19a60929%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131973121770237%7CUnknown%7CTWFpbGZsb3d8eyJWljoimc4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=cwooh3PI7b69Lmqyikim9LOqa11CwsxVNXDI8uO%2BIIIM%3D&re-served=0)>

**From:** Robin Lucero [REDACTED]  
**Sent:** Saturday, March 25, 2023 7:13 PM  
**To:** Stephen Endres  
**Subject:** US 380 - Coit Road to FM 1827, Collin County, Texas

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 a resident of Whitley Place, I continue to strongly oppose bypass alternative B, if we can not “keep 380 on 380”, for which the city of McKinney should have taken all measures to ensure, as did Prosper.

Specific to the environmental impact assessments undertaken:

- I believe it’s imperative that the Segment B alternative recognize the ADA and minority community of people with disabilities benefiting from therapeutic/other essential services and designate ManeGait as an essential service provider for the community of people with disabilities, which is comparatively more essential than service suppliers supporting other minority groups. ManeGait is a PATH Premier Accredited Center providing essential services to people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADA.
- Additionally, selection of Segment B alternative would have a devastating impact on the Town of Prosper’s Parks, Recreation and Open Space Master Plan and Hike and the Bike Trail Master Plan. Segment B would render Rutherford Park and the Prosper Independent School District’s planned Nature Center, along with Ladera and Wandering Creek Parks and and the trail system within the Rutherford Creek Greenbelt useless or unusable.

I appreciate your serious consideration of this position, Robin Lucero

Sent from [Mail](#) for Windows

**From:** Robin Nooner [REDACTED]  
**Sent:** Thursday, March 16, 2023 2:55 PM  
**To:** Stephen Endres  
**Subject:** Route C.

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.

To whom it may concern,  
I writing to let you know my Aunt's horses and her beautiful home is in the middle of the Route C plan. We love visiting her and her horses. Please reconsider this route. We do not want her horse farm to be taken away from her.

Also, my aunt bought this property to retire on. They've spent every dime they gave to live on FM 2933. And I'd hate to see this Highway go through their dreams.

Please use another route instead of Route C.

Thanks,  
Robin.

Sent from my iPhone

**From:** Braun [REDACTED]  
**Sent:** Tuesday, March 14, 2023 10:50 AM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Robyn Braun  
1508 Litchfield Dr  
McKinney Tx 75071

**From:** Rod [REDACTED]  
**Sent:** Wednesday, March 29, 2023 8:45 AM  
**To:** Stephen Endres

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.

please go with option B. It is the truly only option that makes complete sense. To bring additional traffic to hwy 380 at this congested point is ludicrous..please look at this in our way when deciding.

**From:** ROD CALK [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:47 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Rodney Gestes [REDACTED]  
**Sent:** Sunday, March 12, 2023 11:19 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thanks,  
Rodney Gestes

**From:** Rodney Lackey [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:39 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Greetings,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Respectfully,  
Rodney Lackey



**From:** Ronald Berteotti [REDACTED]  
**Sent:** Wednesday, March 8, 2023 1:57 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass Project (Coit Road to FM1827)

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 homeowners and citizens of McKinney, TX, we strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, we understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. We live in the Wren Creek neighborhood of Stonebridge Ranch which partly borders on US 380. The increased noise and pollution from the proposed Segment A will not only adversely affect our quality of life but will also surely adversely affect the value of our property.

We strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you for your time and consideration.

Sincerely,

Ron and Judy Berteotti  
1901 La Cima Drive  
McKinney, TX 75071

**From:** tel: 4694502303 [REDACTED]  
**Sent:** Wednesday, February 22, 2023 5:25 PM  
**To:** TdotE8339330443 [REDACTED]  
**Subject:** Fwd: Voice message from 4694502303 to 7372730579

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.

The attached message was recently left in your voicemail account for 7372730579. We are sending you this email because you have asked for your messages to be forwarded to this address.

The original message is still in your account.

---

Good afternoon my name is Ron long(?) ... be(?) as in boy ELL. You missing(?) mother case in kangaroo a as in apple. I reside at 3316 Lewis in Plano 75023 is my zip phone number is 469-450-2303. I'm calling to express my opinion regarding the proposed action to be taken by Texas dot two. I am interested only in seeing the highway 380 project pursue options DS and dog. Anything else would be disruptive if violate the ecology it would in payroll data environment. Thank you very much.

**From:** tel: 4694502303 [REDACTED]  
**Sent:** Wednesday, February 22, 2023 5:25 PM  
**To:** TdotE8339330443 [REDACTED]  
**Subject:** Fwd: Voice message from 4694502303 to 7372730579

The attached message was recently left in your voicemail account for 7372730579. We are sending you this email because you have asked for your messages to be forwarded to this address.

The original message is still in your account.

---

Good afternoon my name is Ron long(?) ... be(?) as in boy ELL. You missing(?) mother case in kangaroo a as in apple. I reside at 3316 Lewis in Plano 75023 is my zip phone number is 469-450-2303. I'm calling to express my opinion regarding the proposed action to be taken by Texas dot two. I am interested only in seeing the highway 380 project pursue options DS and dog. Anything else would be disruptive if violate the ecology it would in payroll data environment. Thank you very much.



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

The preferred alternative  
looks segment A, B & C  
is a great choice

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: RON JUSTICE

Address: 4301 GLACIER PT CT

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: PROSPER, TX 75078

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Friday, February 17, 2023 8:29 AM  
**To:** Ronald DeJong [REDACTED]  
**Subject:** RE: TXDOT Notice of Public Hearing US380 - Coit Rd to FM 1827 Collin County

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Ronald DeJong [REDACTED]  
**Sent:** Thursday, February 16, 2023 10:31 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** [REDACTED]  
**Subject:** TXDOT Notice of Public Hearing US380 - Coit Rd to FM 1827 Collin County

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 a 20 year resident of Stonebridge Ranch in McKinney, TX I have seen the population of the city expand more than 3X during this time. This massive highway project should have been reasonably anticipated and completed at least 5 years ago considering easement and cost overrun implications to the taxpayers of Collin County and the State of Texas.

The project Segment "A" for all practical purposes has been finalized with the near completion of the bridge construction as it adjoins Hwy 380 and Ridge Road as observed while driving on this roadway. Therefore the notice in the mail from the State of Texas appears to be a moot point.

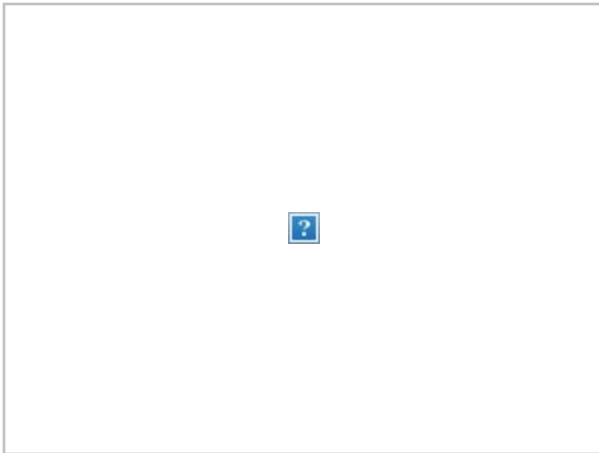
The preference for the tortuous route "A" proposed will come with significant traffic and easement implications for Stonebridge Ranch homeowners at Hwy 380 despite the persuasive literature provided.

Segment "B" would have made more sense with consideration for traffic flow optimization adjoining west of Custer Rd & Hwy 380.

This process has been a huge disappointment and I do NOT support Segment "A" for the proposed highway improvement US380 Coit Road to FM 1827.

Cordially,

Ronald DeJong  
1504 Canyon Wren Drive  
McKinney, TX 75071



**From:** Ronald Lucero [REDACTED]  
**Sent:** Thursday, March 30, 2023 2:10 PM  
**To:** Stephen Endres  
**Subject:** Opposition to bypass alternative B

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 a resident of Whitley Place, I continue to strongly oppose bypass alternative B, if we can not “keep 380 on 380”, for which the city of McKinney should have taken all measures to ensure, as did Prosper.

Specific to the environmental impact assessments undertaken:

- I believe it’s imperative that the Segment B alternative recognize the ADAA and minority community of people with disabilities benefiting from therapeutic/other essential services and designate ManeGait as an essential service provider for the community of people with disabilities, which is comparatively more essential than service suppliers supporting other minority groups. ManeGait is a PATH Premier Accredited Center providing essential services to people with disabilities including: Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, ADD/ADHD, Sensory Processing Disorder, Traumatic Brain Injury, Post-Traumatic Stress Disorder, among many other disabilities defined in the ADAA.
- Additionally, selection of Segment B alternative would have a devastating impact on the Town of Prosper’s Parks, Recreation and Open Space Master Plan and Hike and the Bike Trail Master Plan. Segment B would render Rutherford Park and the Prosper Independent School District’s planned Nature Center, along with Ladera and Wandering Creek Parks and and the trail system within the Rutherford Creek Greenbelt useless or unusable.

I appreciate your serious consideration of this position, Ronald Lucero

Sent from [Mail](#) for Windows



**From:** Ronnie Holcomb [REDACTED]  
**Sent:** Tuesday, March 28, 2023 12:37 PM  
**To:** Stephen Endres  
**Subject:** Wall

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.

We currently live in Stonebridge ranch and are 3 house in from 380. Our house backs up to a green space witch is not blocked by a sound barrier. Will a sound barrier be built to block road noise in this area?

Thanks  
Ronnie Holcomb  
Sent from my iPhone

**From:** Roseann Patterson [REDACTED]  
**Sent:** Tuesday, March 28, 2023 7:23 PM  
**To:** Stephen Endres  
**Subject:** NO Segment A to 380 bypass

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.

Sent from my iPhone



**METROPOLITAN PLANNING ORGANIZATION**  
FOR THE DALLAS-FORT WORTH REGION



**Statement of Support**  
**US 380 from Coit Road to FM 1827**

Submitted on February 16, 2023 by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area

US 380 is a critical transportation corridor to the cities within Collin County and the North Central Texas region. This roadway serves as a principal route for local commuters and provides access to several key highways and transportation facilities. The proposed project would provide a new location 8-lane freeway with frontage roads to help manage congestion and improve east-west mobility, connectivity, safety, and air quality. In addition, US 380 is part of a statewide and national transportation system that connects Greenville to the south of Lubbock into New Mexico. This project includes shared-use paths to provide bicycle and pedestrian accommodations. The recommended improvements to this section of US 380 are consistent with *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update*.

Today, the Dallas-Fort Worth area is the fourth-largest metropolitan area in the United States with over eight million people. By 2045, the region is projected to have a population of over 11 million. Additional roadway capacity will be needed at numerous strategic locations to meet the growing demand from both passenger vehicles and truck freight movements. Because of the regional importance of this project, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of this project.

**Contact:**

Amanda Wilson, AICP  
Public Involvement Manager  
(817) 695-9284  
[REDACTED]

Samuel Simmons  
Senior Transportation Planner  
(817) 704-2523  
[REDACTED]

---

**About the Regional Transportation Council**

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at [www.nctcog.org](http://www.nctcog.org).

**About the North Central Texas Council of Governments**

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 169 cities, 19 school districts, and 27 special districts.

**From:** Russ Buettner [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:42 PM  
**To:** Stephen Endres  
**Subject:** NO to segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Russ Buettner  
1107 Waterfall Drive, McKinney, TX  
713-408-2554

**From:** Russell Lewis [REDACTED]  
**Sent:** Saturday, April 1, 2023 6:29 PM  
**To:** Stephen Endres; Ceason Clemens  
**Subject:** 380 Bypass Time Extension of April 5 Deadline  
**Attachments:** [380Bypass\\_TimeExtension.pdf](#)

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.

Hello Stephen and Ceason,

I am writing to request an additional extension of time to submit comments for the EIS as our lives, our homes, our health, and our safety will be potentially impacted daily by the actions of TxDOT. Our neighborhood leaders were waiting for a meeting with TxDOT engineers and experts to clarify some of our outstanding questions to help with our comments and after a month of waiting were told by TxDOT the meeting would no longer be an option. This has left us trying to sort out our study-related questions and hundreds of pages of analysis on our own over the past ten days. We have an outstanding list of questions regarding the noise and air pollution studies, mitigation, community impacts, traffic data, and the overall process. The city of McKinney has agreed to meet with our neighborhood leaders to help with our mitigation concerns, but that critical meeting, in order for us to submit proper comments, is pending a date that will likely not occur until after April 5.

Our comments over the past 7 years have largely been shaped by what we learn from the TxDOT engineers and experts. According to the NEPA process, we know that once the comments have been collected, those comments are what help to shape the next steps of the FEIS and ROD. While a meeting with TxDOT would still be our preference, if we are left to continue to sort this out independently, we need more time. We were only given notice that our questions would not be answered on March 20, 2023. As the regulation allows for a longer comment period if deemed necessary to ensure the public and other stakeholders have sufficient time to review and provide meaningful input on complex or contentious projects, I hope we as homeowners and taxpayers can be afforded this patience and grace as we aim to learn more, respond thoughtfully, and protect our families and communities.

Thank you,

Russell Lewis  
7116 Ripley Street  
McKinney, TX 75071  
(214) 563-7002 mb

**Russell Lewis**  
7116 Ripley Street  
McKinney, Texas 75071

[stephen.Endres@txdot.gov](mailto:stephen.Endres@txdot.gov)  
[ceason.Clemens@txdot.gov](mailto:ceason.Clemens@txdot.gov)

April 1, 2023

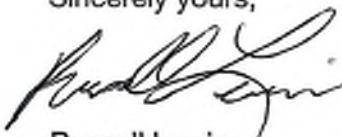
I am writing to request an additional extension of time to submit comments for the EIS as our lives, our homes, our health, and our safety will be potentially impacted daily by the actions of TxDOT. Our neighborhood leaders were waiting for a meeting with TxDOT engineers and experts to clarify some of our outstanding questions and to help with our comments. However, after a month of waiting, we were told by TxDOT the meeting would no longer be an option. This has left us trying to sort out our study-related questions and hundreds of pages of analysis on our own over the past ten days.

We still have outstanding questions regarding the noise and air pollution studies, mitigation, community impacts, traffic data, and the overall process. The city of McKinney has agreed to meet with our neighborhood leaders to help with our mitigation concerns, but that critical meeting, in order for us to submit proper comments, is pending a date that will likely not occur until after April 5.

Our comments over the past 7 years have largely been shaped by what we learn from the TxDOT engineers and experts. According to the NEPA process, we know that once the comments have been collected, those comments are what help to shape the next steps of the FEIS and ROD. While a meeting with TxDOT would still be our preference, if we are left to continue to sort this out independently, we will need more time. We were only given notice that our questions would not be answered on March 20, 2023.

As the regulation allows for a longer comment period if deemed necessary to ensure the public and other stakeholders have sufficient time to review and provide meaningful input on complex or contentious projects, I hope we as homeowners and taxpayers can be afforded this patience and grace as we aim to learn more, respond thoughtfully, and protect our families and communities.

Sincerely yours,



Russell Lewis

**From:** Sharon Rickaby [REDACTED]  
**Sent:** Tuesday, March 28, 2023 3:47 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Ryan & Sharon Rickaby and our 3 teenage daughters.

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, March 7, 2023 9:21 AM

To: Ryan Duffy [REDACTED]

Subject: RE: 380 Bypass Route A vs B commentary

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Ryan Duffy [REDACTED]

Sent: Tuesday, March 7, 2023 9:19 AM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: 380 Bypass Route A vs B commentary

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.

Hello Stephen,

I'm writing you as a resident of Tucker Hill at 7313 Stanhope Street.

First, my comments previously sent through the keep it moving platform are not being included in the public records requests nor appendixes on the TXDOT website. I was very harsh in regards to our city council, TXDOT, a congressman, and Bill Darling in those comments so while I want to consider their exclusion a coincidence I am not so confident it was a mistake. I have all IP addresses that would be associated with my wife's and my comments previously sent. I decided to email you directly in hopes my comments make the public forums going forward.

Per public campaign finance records, I believe there to be potential corruption between McKinney city council, TXDOT, our district's US Congressman, McKinney's Mayor Fuller & Prosper Developer Bill Darling. My research has been sent to countless local media outlets and they are assessing how and if to pursue further.



Although Route A was \$200 million more expensive and more invasive on the environment as well as displacing more businesses it was chosen instead of Route B as the preferred route. I believe this to be entirely because of the money and power Bill Darling wields and TXDOT is hiding behind the amount of survey comments received as justification. Bill Darling and Prosper used a ludicrous narrative to how route B would impact the Main Gate Horse Therapy charity if it was selected. The Dallas morning news front page propaganda article never told both sides of the route A vs B impact. That facility could have been moved and land was offered to accommodate this move. This facility not coincidentally resides right on Bill Darling's large personal estate. Somehow a man worth over \$20 million dollars was painted as the victim even though his personal estate in Prosper is bigger than the entire community land of Tucker Hill combined. Most of this is known, but part of my legal pursuit going forward will be in regards to Bill Darling's financial ties with McKinney Mayor Fuller and a majority of the city council members in McKinney as well as TXDOT and our state representatives which I believe led directly to how little those same individuals fought to keep Route A from being picked and will most certainly influence them when it comes time to how they vote on burdening the city of McKinney tax payers with the projected \$120 million (city's share) to execute this by TXDOT. They also want the 380 expansion at any cost in order to not hinder access to their new commercial airport project. Bill Darling lead a political PAC called The McKinney Team, after looking into campaign finance reports it is public record to say this PAC has contributed \$11k to the campaigns of McKinney Mayor George Fuller over the last 5 years, \$2k to Council Member Gere Feltus in 2021, \$10,859 to Council Member Charlie Philips since 2017, \$4,780 to Council Member Patrick Cloutier and \$4,600 to Council Member Justin Beller. That not coincidentally is a majority (5) of the 7 current McKinney council members. These campaign facts should have disqualified them from representing the city of McKinney in efforts to prevent Route A from being chosen. Whether Bill Darling's influence over them or not is real the possibility of improprieties especially the looming vote to impact the city and tax payers in excess of \$120 M leaves constituents to have their doubts. I and other residents are going to formally ask them on record at a council session in the coming weeks to remove themselves from that future vote if they have received campaign financing from Bill Darling's PAC or return the funds he contributed to them before voting as a sign of good faith. Other than verbally saying they prefer Route B they weren't even willing to pass a resolution on record supporting route B at the request of residents a few weeks back at the city council session. They have done virtually nothing and it's because ultimately they want this Bypass to be completed in total at all costs to enhance the infrastructure of 380 East to West that leads directly to the potential "commercial" airport which is on the ballot in May in McKinney. Bill Darling is everything that is wrong with our society today at a political and wealth hoarding perspective and I believe him to have 5 council members, TXDOT state representatives in his back pocket. One rich man's estate took precedent over 400 homes and 1,600 people in Tucker Hill (could be 800 homes by the time TXDOT begins) even though the further East most Bypass Route was chosen on one side of the 380 expansion yet not on the west side of the 380 expansion. You are now telling Tucker Hill residents you are going to move the bypass even closer to our existing tax paying residence in order to mitigate how much you have to pay to settle with Mr. Billingsley and his apartment complex that doesn't even exist today.

McKinney City council isn't willing to litigate route A in fears of losing the overall 380 expansion, I don't share those same views and will spend as much of my time/money/resources to rally and execute litigation against all parties I have listed above.

Good day to you.

Ryan Duffy

**From:** Ryan Thompson [REDACTED]  
**Sent:** Wednesday, March 15, 2023 9:07 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousand of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Ryan Thompson

--

*Ryan Thompson*



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Engres@txdot.gov](mailto:Stephen.Engres@txdot.gov). Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.

**Comments:**

I live in Lacina Stonebridge (350) in Stonebridge HOA. It is unreasonable to construct a freeway with a complete view now available with De La Vega Development. This will DEVALUE all properties in Stonebridge HOA.

Currently we have Custer/380 road noise in Lacina heard thru our windows and in our backyard while blocks away. This noise level will only intensify while the view will be atrocious! This is not why we moved to McKinney and Lacina.

Who in McKinney is protecting our home values like Prosper <sup>the</sup> Mayor has for the past 10 yrs?  
Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).  
 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 9, 2019, and executed by FHWA and TxDOT.

Please Print  
Name: Sal Bevardasso  
Address: 1501 Wade Haven Ct  
Apartment, suite, etc.: \_\_\_\_\_  
City/State/Zip: McKinney TX 75071

RECEIVED TXDOT-DAL  
MAR 20 2023  
DISTRICT MAILROOM

To mail, please fold along dotted lines

Fold Here

Fold Here

1501 WADE HAVEN COURT

*the berardescos*

MCKINNEY, TX 75071

NORTH TEXAS TX 7500

17 MAR 2023 PM 6 L



**TxDOT DALLAS DISTRICT OFFICE  
ATTN: STEPHEN ENDRES, P.E.,  
4777 E U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

RECEIVED TxDOT-DAL  
MAR 20 2023  
DISTRICT MAILROOM

7515066643 0057

CSJ 0135-02-065 ETC., US 380

**From:** Sally Kesling [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:11 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Samuel De Leon Caballero [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:25 PM  
**To:** Stephen Endres  
**Subject:** US380 bypass - Opinion opposing segment A and supporting segment B

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,

With high respect, I ask that you consider my comments below, regarding the 380 bypass. As a homeowner and citizen of the City of McKinney, Texas, I strongly oppose the construction of Segment A (in Blue and Purple alternatives) and strongly support the construction of Segment B (in the Brown and Golden Alternatives), as proposed by TxDOT for the US380 bypass from Coit Road to FM1827.

The main reasons for opposing segment A are:

- About \$100 million more cost for taxpayers, at least
- 57% more impact to natural wetlands and wildlife
- Negatively impacts Tucker Hill, Ridgecrest and Stonebridge Ranch neighborhoods

The main reasons for supporting segment B are:

- Requires 73% fewer displacements of business and residential properties
- Avoids costly reconstruction of the intersection at US380 and Custer Road
- It is 14% shorter, saving time and money

Additionally, as a user of the 380, between Little Elm and 75, I believe that the best option to avoid traffic problems east to Coit, specially between Custer Road and 75, is to start the deviation in the west, as is indicated using option B.

I implore you to seriously consider the future of our area and how making the bypass starting west as possible will benefit the congestion of 380 in the future.

Thanks for your time and your consideration,

Regards.

Samuel De Leon Caballero  
6421 Falcon Ridge Ln,  
McKinney, Texas, 75071

**From:** samuel de leon JOB [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:21 PM  
**To:** Stephen Endres  
**Subject:** US380 bypass - Opinion opposing segment A and supporting segment B

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,

With high respect, I ask that you consider my comments below, regarding the 380 bypass. As a homeowner and citizen of the City of Mckinney, Texas, I strongly oppose the construction of Segment A (in Blue and Purple alternatives) and strongly support the construction of Segment B (in the Brown and Golden Alternatives), as proposed by TxDOT for the US380 bypass from Coit Road to FM1827.

The main reasons for opposing segment A are:

- About \$100 usd million more cost for taxpayers, at least
- 57% more impact to natural wetlands and wildlife
- Negatively impacts Tucker Hill, Ridgcrest and Stonebridge Ranch neighborhoods

The main reasons for supporting segment B are:

- Requires 73% fewer displacements of business and residential properties
- Avoids costly reconstruction of the intersection at US380 and Custer Road
- It is 14% shorter, saving time and money

Additionally, as a user of the 380, between Little Elm and 75, I believe that the best option to avoid traffic problems east to Coit, specially between Custer Road and 75, is to start the deviation in the west, as is indicated using option B.

I implore you to seriously consider the future of our area and how making the bypass starting west as possible will benefit the congestion of 380 in the future.

Thanks for your time and your consideration,

Regards.

Samuel De Leon Caballero  
6421 Falcon Ridge Ln,  
McKinney, Texas, 75071



-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 4:36 PM

To: sandra peak [REDACTED]

Subject: RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: sandra peak [REDACTED]

Sent: Friday, February 24, 2023 8:54 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: NO to Segment A, YES to Segment B

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.

Comment: NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sandra C. Peak MD

[A Texas Department of Transportation (TxDOT)

message]<



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 11:18 AM  
**To:** Susie Cooper [REDACTED]  
**Subject:** RE: Bypass McKinney, TX

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Susie Cooper [REDACTED]  
**Sent:** Saturday, March 4, 2023 10:13 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Bypass McKinney, TX

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,

I am writing concerning the Route C bypass being implemented by the TXDOT. I have looked at both options C and D and would like you to reconsider choosing Route C. Route D appears to be a better option and not affecting as many landowners, woodlands and other natural elements in the area.

Even though I am not an engineer, I am an outdoor enthusiast and enjoy the forest and woodlands of your beautiful state. On the route you have chosen, I have enjoyed many peaceful, restful moments and beautiful sunrises and sunsets.

I am writing to you in support of the option of Route D.

Best regards,

Sandra Cooper  
397 Bears Road  
Deridder, La. 70634

--

*Susie*

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A Texas Department of Transportation message



**From:** Susie Cooper [REDACTED]  
**Sent:** Monday, March 13, 2023 2:58 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** US 380 Bypass

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.

**From:** Sandra Cooper [REDACTED]  
**Subject:** Bypass  
**Date:** Mar 13, 2023 at 2:23 PM  
**To:** Sandra Cooper [REDACTED]

I OPPOSE SEGMENT C (Catastrophe)

- Severely damages one of the largest remaining forests in central Collin County
- Destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- Disturbs the wetland that serve as refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- Eliminates a large area of suitable habitat for endangered/ threatened species.
- Affects and displaces 383% more homes (29 vs. 6), 300% more businesses (16 vs. 4), and more community resources.
- Strongly opposed by Texas Parks and

I OPPOSE SEGMENT C !!!

Sandra Cooper

**From:** Sandy Huffine [REDACTED]  
**Sent:** Thursday, March 16, 2023 8:33 AM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** ON THE ISSUE OF 380 BYPASS ROUTE C & D; PLEASE OPPOSE ROUTE C  
100%!!!

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 Morning Senator Paxton, Representative Leach and Mr Endres-

I am sending this on behalf of a dear friend of mine who has a home near Route C. Please see below on the issue of 380 Bypass and consider the options that will affect the least amount of people and our great state of Tx and its resources!

Here is why:

1. Severely damages one of the largest remaining forests in central Collin County
2. Destroy 71% more acres of forests and woodlands
3. Destroys 141% more acres of grassland and prairie
4. Disturbs the wetland that serve as refuge for wildlife including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
5. Eliminates a large area of suitable habitat for endangered/threatened species.
6. Affects and displaces 383% more of homes ( 29 versus 6)
7. Affects and displaces 300% more businesses ( 6 versus 4)
8. Affects and displaces more community resources
9. Strongly opposed by Texas Parks and Wildlife

Please **OPPOSE** 380 BYPASS **ROUTE C!**

Clearly, **ROUTE C SHOULD NOT BE CONSIDERED.**

Thank you for your time and consideration,

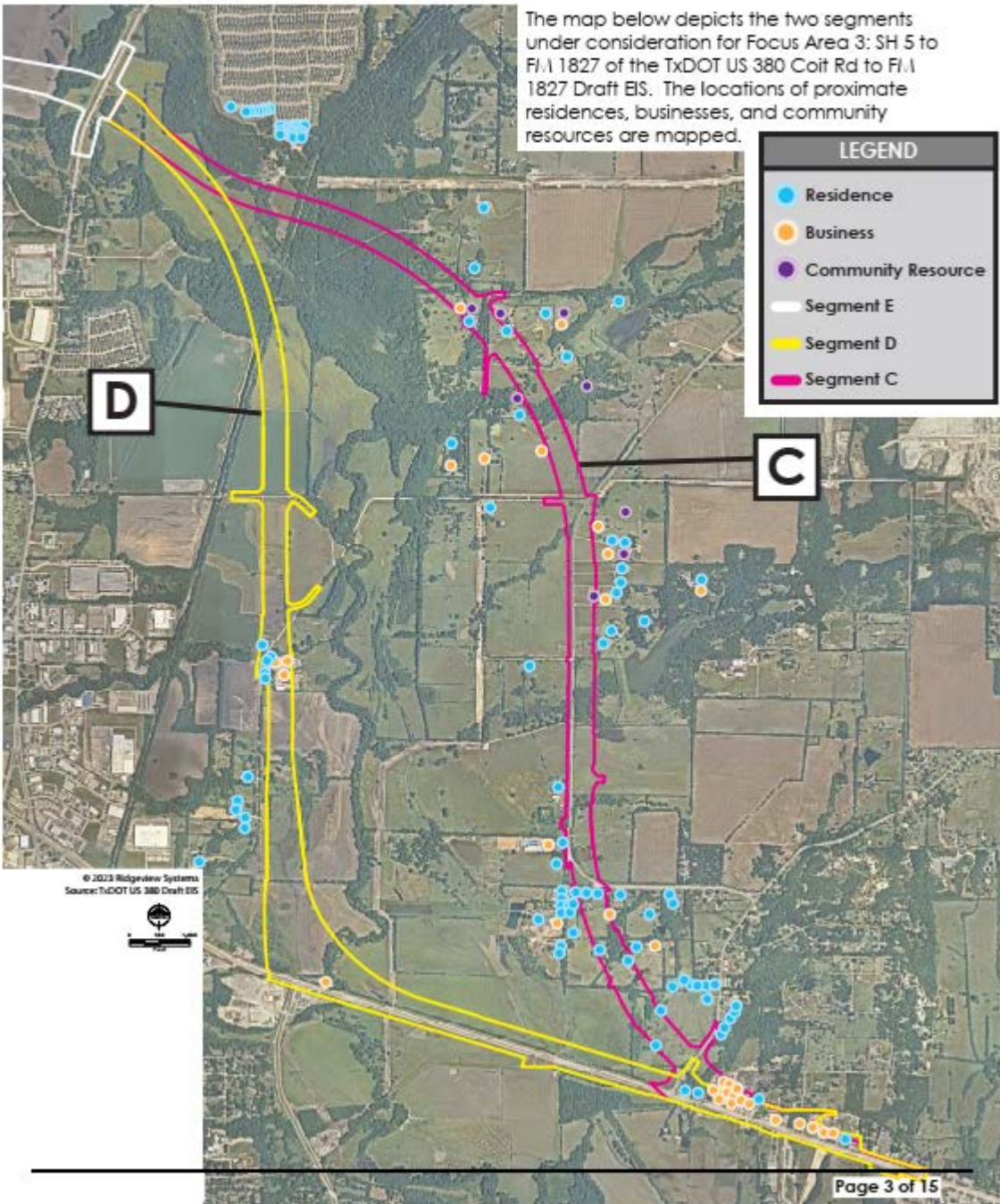
All my best, Sandy Huffine

### Map of Segments C and D

The map below depicts the two segments under consideration for Focus Area 3: SH 5 to F1.1 1827 of the TxDOT US 380 Coit Rd to F1.1 1827 Draft EIS. The locations of proximate residences, businesses, and community resources are mapped.

**LEGEND**

- Residence
- Business
- Community Resource
- Segment E
- Segment D
- Segment C



**From:** Sarah Masek [REDACTED]  
**Sent:** Friday, March 24, 2023 1:03 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 Bypass, NE 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.

Senator Paxton, Representative Leach, and Mr. Endres:

I strongly oppose Segment C and support Segment D due to the lower environmental impact and less homes, businesses, and community services affected.

Sarah C Masek  
Teacher Mckinney ISD

[Sent from Yahoo Mail for iPhone](#)

**From:** Sarah Ross [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:30 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Tuesday, February 21, 2023 8:52 AM  
**To:** Sarah Schuler [REDACTED]  
**Subject:** RE: Disagree with Preferred Alternative, Segment A US 380 EIS Project

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Sarah Schuler [REDACTED]  
**Sent:** Monday, February 20, 2023 9:28 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Disagree with Preferred Alternative, Segment A US 380 EIS Project

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 Stephen,

I recently attended the February 16 meeting. I was disappointed after reading some of the comments listed in the Segment A Details, therefore making Segment A the Preferred Alternative vs Segment B. Very little concrete information was shared.

I was surprised that planned future residential homes and proposed residences under construction would have such an impact. I was also surprised that the substantial public concern for ManeGait Therapeutic Horsemanship was highlighted over the property owner's concern and what the actual impact/harm to their horses would be. Was their input and knowledge considered?

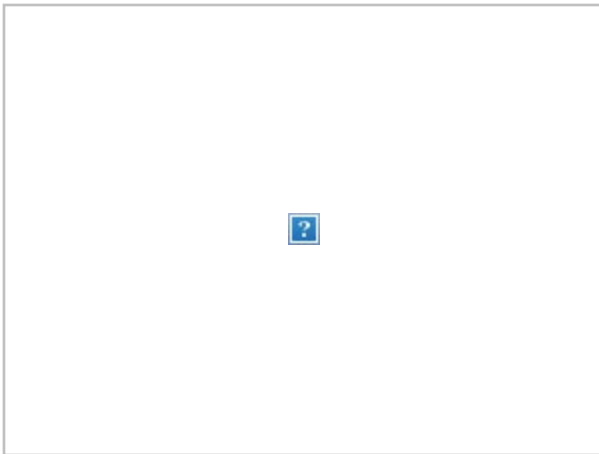
Will the 380 bypass actually relieve current traffic congestion by the time construction is started and completed, or will it be obsolete? I also wonder how the expansion of a new



Mckinney airport will be impacted. I assume the bypass does not interfere with the proposed airport expansion.

I live in La Cima Haven at 380 and Stonebridge. I would hope that an 8 lane freeway with 2 access roads would go further north of growing McKinney. I'm also not sure why there is a need for bike/pedestrian lanes along a major freeway. It seems like a safety hazard.

Sarah Schuler  
8116 Castine Dr,  
McKinney, TX



**From:** Elizabeth Pertee [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:31 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Scott and Elizabeth Pertee

Sent from my iPhone

**From:** Scott Froehlich [REDACTED]  
**Sent:** Friday, March 31, 2023 9:58 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Scott Froehlich

**From:** Scott Hudson [REDACTED]  
**Sent:** Wednesday, April 5, 2023 12:08 PM  
**To:** Stephen Endres  
**Subject:** Hwy 380 Bypass, McKinney, TX

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:

My name is Scott Hudson and I would like to voice my opposition to the State Highway 380 (Option C) Bypass in Collin County/McKinney

The Option C seems to be the preferred route at the moment and it seem to be the worts option as far as I am concerned. We use the current road for scenic bike rides that end in supporting local businesses. If this option is used it will end our rides as well as.....

- Severely damages one of the largest remaining forests in central Collin County • Destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- Disturbs the wetland that serve as refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- Eliminates a large area of suitable habitat for endangered/ threatened species.
- Affects and displaces 383% more homes (29 vs. 6), 300% more businesses (16 vs. 4), and more community resources.
- Strongly opposed by Texas Parks and Wildlife

Thank you for taking the time to consider my opposition to Option C of the Bypass.

Scott Hudson  
214-616-1260

**From:** Scott [REDACTED]  
**Sent:** Saturday, March 25, 2023 4:48 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A - 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Scott Pertee

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:36 PM  
**To:** Scott Wilder [REDACTED]  
**Subject:** RE: US380 concern

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Scott Wilder [REDACTED]  
**Sent:** Friday, February 24, 2023 9:23 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US380 concern

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.

NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 9:56 AM

To: sdruhan (null) [REDACTED]

Subject: RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: sdruhan (null) [REDACTED]

Sent: Sunday, February 26, 2023 7:48 AM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: NO to Segment A, YES to Segment B

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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sean Druhan

1103 Saddlebrook Dr

McKinney, TX, 75072

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cd3ecbc23f4e84e>

**From:** Sean Kang [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:21 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely  
Sean Kang



# **Petition from Residents and Businesses in Opposition of Segment C**

**TxDOT US 380 Draft EIS: Focus Area 3 – SH 5 to FM 1827**

Created by Affected Residents and Businesses

## Petition Response Summary

	<b>Responses</b>	<b>People Represented</b>
<b>1. Preferred Bypass Segments/Build Alternatives:</b> Focus Area 3 – SH 5 to FM 1827:		
– <b>Segment D (Purple/Gold Build Alternatives)</b>	91 [100.00%]	387 [100.00%]
– <b>Segment C (Blue/Brown Build Alternatives)</b>	0 [0.00%]	0 [0.00%]
<b>2. Why do you support Segment D?</b>		
– <b>Segment D</b> is the best option for the community for the following reasons: <ul style="list-style-type: none"> <li>– It affects substantially fewer people, residences, and businesses than other alternatives.</li> <li>– It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.</li> <li>– It avoids community resources and areas of historical significance valued by the community.</li> <li>– It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.</li> </ul>	91 [100.00%] I Agree	387 [0.00%] I Agree
	0 [0.00%] I Disagree	0 [0.00%] I Disagree

### Represented by Survey

	<b>Total</b>
<b>Respondents</b>	<b>91</b>
– People	387
– Structures	246
– Businesses	13

**Petition Individual Responses**

**Petition from Residents and Businesses in Opposition of Segment C - TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Cesar Blanco

**Address:** 1134 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



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

**Address:** 1162 W FM-1827 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Rachel Oppenheimer

**Address:** 1172 W FM-1827 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

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

**Address:** 1185 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Martin Vasquez

**Address:** 1190 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bu**

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

**Address:** 100 Fisher Rd

**Zip:** 75071

**# of People on Property:** 1

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

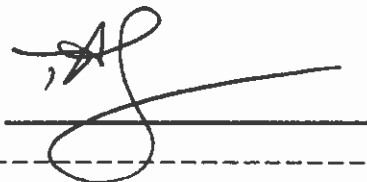
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 120 Fisher Rd

**Zip:** 75071

**# of People on Property:** 5

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Bu**

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

**Address:** 140 Fisher Rd

**Zip:** 75071

**# of People on Property:** 7

**# of Structures on Property:** 6

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 150 Fisher Rd

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

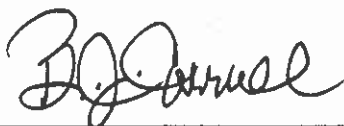
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



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

**Address:** 160 Fisher Rd **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

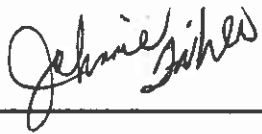
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Nick Rodriguez

**Address:** 680 W FM-1827 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 



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

**Address:** 671 W FM-1827 **Zip:** 75071


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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** Rally Motorcycle Service

**Address:** 671 W FM-1827 **Zip:** 75071


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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Pétition from Residents and Bu**

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

Address: 670 W FM-1827 Zip: 75071

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

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C - TxDOT US 380 EIS: Focus Area 3**

Business Name/Property Owner: Iglesia Cristo La Unica Esperanza

Address: 651 W FM-1827 Zip: 75071

# of People using Property: 30 # of Structures on Property: 1

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Property Owner(s)/Resident(s):** Angelina Lozano

**Address:** 650 W FM-1827 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Katlin Howard

**Address:** 640 W FM-1827 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bu:**

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

**Address:** 610 W FM-1827 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

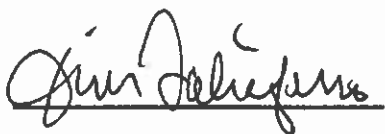
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 90 Oak Creek Dr **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bu**

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

Address: 561 W FM-1827

Zip: 75071

# of People on Property: 7

# of Structures on Property: 4

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

Address: 560 W FM-1827

Zip: 75071

# of People on Property: 6

# of Structures on Property: 3

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and B**

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

Address: 541 W FM-1827

Zip: 75071

# of People on Property: 2

# of Structures on Property: 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

Address: 521 W FM-1827

Zip: 75071

# of People on Property: 3

# of Structures on Property: 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

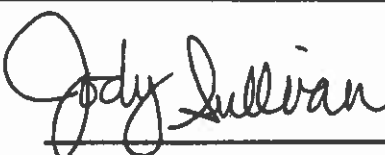
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Bu**

**Business Name/Property Owner:** Fond Memories

**Address:** 511 W FM-1827

**Zip:** 75071

**# of People using Property:** 12

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

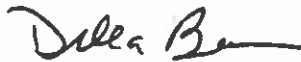
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 501 W FM-1827

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



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

**Address:** 300 High Ridge Dr **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
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**Signature:** 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 330 Wood Ridge Dr **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 



**Petition from Residents and Bu**

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

**Address:** 425 Wood Ridge Dr **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** JV and Son's Upholstery

**Address:** 400 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
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- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bu**

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

**Address:** 521 FM-2933

**Zip:** 75071

**# of People on Property:** 1

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

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**Signature:**

J.A. Castle

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Rowdy Starnes

**Address:** 641 FM-2933

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**

Rowdy Starnes

**Petition from Residents and Bu**

**Business Name/Property Owner:** McKinney Trucking

**Address:** 641 FM-2933

**Zip:** 75071

**# of People using Property:** 12

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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Signature: Randy Stames

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 701 FM-2933

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: Alicia Bimson

**Petition from Residents and Bu:**

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

**Address:** 741 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1643 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s):** Patsy Cave

**Address:** 1675 FM-2933

**Zip:** 75071

**# of People on Property:** 1

**# of Structures on Property:** 5

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
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- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1872 CR-329

**Zip:** 75071

**# of People on Property:** 6

**# of Structures on Property:** 3

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

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- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Property Owner(s)/Resident(s):** Jennifer Murley

**Address:** 1836 CR-329 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

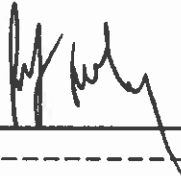
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Pétition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1834 CR-329 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Pétition from Residents and Bu**

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

**Address:** 2092 Peacock Trl **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: Wendi Farqhar

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** White Horse Ranch, LLC

**Address:** 2040 Peacock Trl **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: Cristal

**Petition from Residents and Bu**

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

Address: 2040 Peacock Trl

Zip: 75071

# of People on Property: 1

# of Structures on Property: 3

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
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- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

Property Owner(s)/Resident(s): Cameron Hascal

Address: 1892 Peacock Trl

Zip: 75071

# of People on Property: 3

# of Structures on Property: 5

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 



**Petition from Residents and B**

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

Address: 2501 CR-332

Zip: 75071

# of People on Property: 7

# of Structures on Property: 4

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature:

Salvador

**Petition from Residents and Businesses in Opposition of Segment C - TxDOT US 380 EIS: Focus Area 3**

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

Address: 2509 CR-332

Zip: 75071

# of People on Property: 1

# of Structures on Property: 2

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature:

[Handwritten Signature]

**Petition from Residents and Bu**

**Business Name/Property Owner:** Mike Owen Materials, LLC

**Address:** 2509 CR-332

**Zip:** 75071

**# of People using Property:** 12

**# of Structures on Property:** 1 Warehouse  
20 Farm Equipment

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**

Mike Owen

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2514 CR-332

**Zip:** 75071

**# of People on Property:** 4

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**

P Weibley

**Petition from Residents and Bu**

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

**Address:** 2543 CR-332

**Zip:** 75071

**# of People on Property:** 4

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2550 CR-332

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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

**Address:** 2563 CR-332 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: Grady Prince

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2566 CR-332 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: Peggy Prince

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

**Address:** 2571 CR-332 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2663 CR-332 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Bu:**

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

**Address:** 1789 FM-2933

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** Tara Royal Equestrian

**Address:** 1815 FM-2933

**Zip:** 75071

**# of People using Property:** 40

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bus**

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

**Address:** 2500 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

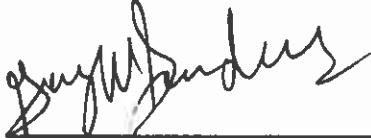
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2516 FM-2933 **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

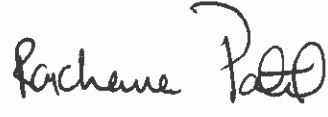
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

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

**Address:** 2548 FM-2933 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Warren Nelson

**Address:** 2098 FM-2933 **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 



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

**Address:** 2022 Wayside Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Business Name/Property Owner:** Avalon Legacy Ranch

**Address:** 2022 Wayside Trl **Zip:** 75071

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

**1. Preferred Bypass Segments/Build Alternatives:**


Focus Area 3: SH 5 to FM 1827

- Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s):** J David/Karen Thompson

**Address:** 1974 Bellemeade Ln **Zip:** 75071

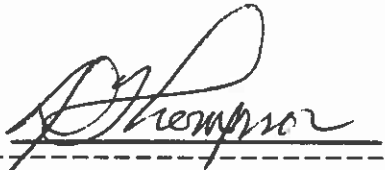
**# of People on Property:** 2 **# of Structures on Property:** 4

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 3187 FM-2933 **Zip:** 75071


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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D** (Purple/Gold Build Alternatives)       **Segment C** (Blue/Brown Build Alternatives)

2. Why do you support Segment D?

- I Agree: **Segment D** is the best option for the community for the following reasons:
- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
  - ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
  - ✓ It avoids community resources and areas of historical significance valued by the community.
  - ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Bu:**

**Property Owner(s)/Resident(s):** Susie Miles

**Address:** 3983 CR-331

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1789 CR-338

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Business Name/Property Owner:** La Cour Venue

**Address:** 1789 CR-338

**Zip:** 75071

**# of People using Property:** 1000s

**# of Structures on Property:** 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



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**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1984 CR-338

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Bu**

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

Address: 2118 CR-338

Zip: 75071

# of People on Property: 3

# of Structures on Property: 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

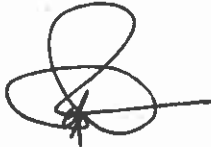
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature:



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

Address: 2149 CR-338

Zip: 75071

# of People on Property: 5

# of Structures on Property: 4

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature:



**Petition from Residents and Bus**

**Business Name/Property Owner:** Equine Rescue

**Address:** 2150 CR-338

**Zip:** 75071

**# of People using Property:** 2 People

**# of Structures on Property:** 1

13 Animals

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

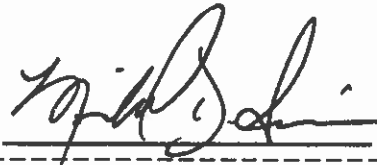
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2172 CR-338

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

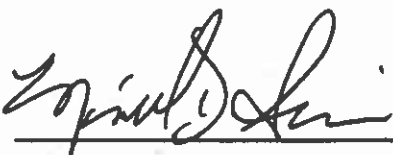
**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Bus**

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

Address: 2235 CR-338 Zip: 75071

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

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

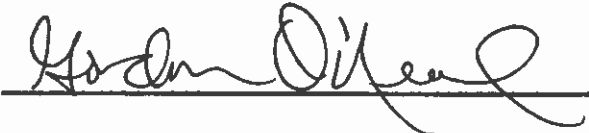
**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

Address: 2280 CR-338 Zip: 75071

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

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Bu:**

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

**Address:** 2371 CR-338

**Zip:** 75071

**# of People on Property:** 5

**# of Structures on Property:** 9

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Petition from Residents and Businesses in Opposition of Segment C - TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2161 Borchard Trl

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 5

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**





**Petition from Residents and Bu:**

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

Address: 2665 CR-338

Zip: 75071

# of People on Property: 5

# of Structures on Property: 2

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- It affects substantially fewer people, residences, and businesses than other alternatives.
- It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- It avoids community resources and areas of historical significance valued by the community.
- It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: \_\_\_\_\_



**Petition from Residents and Businesses in Opposition of Segment C - TxDOT US 380 EIS: Focus Area 3**

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

Address: 2752 CR-338

Zip: 75071

# of People on Property: 2

# of Structures on Property: 3

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- It affects substantially fewer people, residences, and businesses than other alternatives.
- It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- It avoids community resources and areas of historical significance valued by the community.
- It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: \_\_\_\_\_



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

**Address:** 1609 Allison Ln

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 1

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: *Karen Whittington*

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1610 Allison Ln

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 3

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: *Debbie Qualls*

**Petition from Residents and B**

**Property Owner(s)/Resident(s):** Bonnie Rubarts

**Address:** 2855 CR-338

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 2

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** /s/Bonnie Rubarts

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2922 CR-338

**Zip:** 75071

**# of People on Property:** 3

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**

(Purple/Gold Build Alternatives)

**Segment C**

(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:**



**Business Name/Property Owner:** Dent Doctor

**Address:** 2922 CR-338

**Zip:** 75071

**# of People using Property:** 3

**# of Structures on Property:** 2

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: \_\_\_\_\_



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1700 RoseMary Barn Ln

**Zip:** 75071

**# of People on Property:** 12

**# of Structures on Property:** 1

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: \_\_\_\_\_



**Business Name/Property Owner:** The RoseMary Barn

**Address:** 1700 RoseMary Barn Ln

**Zip:** 75071

**# of People using Property:** 1000s

**# of Structures on Property:** 3

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

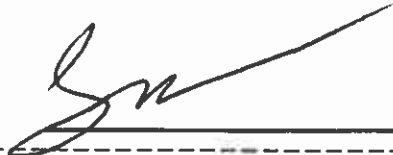
**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: \_\_\_\_\_



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2954 CR-338

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 5

1. Preferred Bypass Segments/Build Alternatives:

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: \_\_\_\_\_



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

**Address:** 2962 CR-338

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 1

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 2970 CR-338

**Zip:** 75071

**# of People on Property:** 2

**# of Structures on Property:** 3

**1. Preferred Bypass Segments/Build Alternatives:**

Focus Area 3: SH 5 to FM 1827


**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

**2. Why do you support Segment D?**

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

**Signature:** 

**Property Owner(s)/Resident(s):** Beverly Beauchamp

**Address:** 1600 Bandy Dr **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

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

**Address:** 1750 Sunset Trl **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature: 

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

**Address:** 1794 Sunset Trl **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

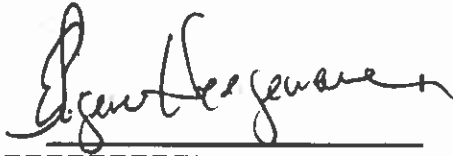
**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature:



**Petition from Residents and Businesses in Opposition of Segment C – TxDOT US 380 EIS: Focus Area 3**

**Property Owner(s)/Resident(s):** Peter Linke

**Address:** 1990 Sunset Trl **Zip:** 75071

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

1. Preferred Bypass Segments/Build Alternatives:  
Focus Area 3: SH 5 to FM 1827

**Segment D**  
(Purple/Gold Build Alternatives)

**Segment C**  
(Blue/Brown Build Alternatives)

2. Why do you support Segment D?

I Agree: **Segment D** is the best option for the community for the following reasons:

- ✓ It affects substantially fewer people, residences, and businesses than other alternatives.
- ✓ It protects the critical wetland ecosystems, forests, and other environmental and ecological assets.
- ✓ It avoids community resources and areas of historical significance valued by the community.
- ✓ It better fulfills the need for the project by carrying more average daily traffic, offering shorter travel times, and providing faster travel speeds than other alternatives.

Signature:





**From:** Selene [REDACTED]  
**Sent:** Wednesday, March 29, 2023 9:44 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Selene Meda-Schlamel

**From:** [REDACTED]  
**Sent:** Thursday, March 9, 2023 1:31 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Friday, March 3, 2023 11:31 AM  
**To:** shanda eppinette [REDACTED]  
**Subject:** RE: 380 BYPASS NE MCKINNEY: OPPOSE C, support D

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** shanda eppinette [REDACTED]  
**Sent:** Friday, March 3, 2023 8:54 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>; [REDACTED];  
[REDACTED]  
**Subject:** 380 BYPASS NE MCKINNEY: OPPOSE C, support D

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.

- C severely damages one of the largest remaining forests in central collin county
- C eliminates a large area of suitable habitat for endangered , threatened species
- C Divides Ranchers and Farming Communities
- C affects and displaces SIGNIFICANTLY more homes businesses and community resources
- C has the worst traffic performance

PLEASE MAKE D the route!! PLEASE.

shanda eppinette

---

A Texas Department of Transportation message



**From:** Shannon Davenport [REDACTED]  
**Sent:** Thursday, April 20, 2023 10:43 AM  
**To:** Stephen Endres  
**Subject:** TX380 Segment A and B

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.

To whom it may concern:

As McKinney homeowners and taxpayers, we strongly support the TX380 Segment B over Segment A. We live in the Tucker Hill neighborhood so will be significantly personally impacted by the Segment A selection, but our objection goes beyond the impact to our neighborhood. Beyond the obvious concerns of the additional cost to McKinney taxpayers and the safety implications of selecting Segment A, our largest concern is the lack of transparency and reasonable rationale provided when TXDOT chose Segment A as the preferred option.

We won't copy and paste the arguments that have been distributed; however, rest assured we echo the sentiments. To select an option that costs more, will likely result in more vehicular accidents both during construction and as a final product, displaces more established businesses, separates a McKinney neighborhood from the city, and creates an environmental and noise impact to existing homeowners who chose the community for its unique outdoor qualities without providing clear rationale brings the entire project into question.

We are both retired military and continue to work for the DoD. We moved to McKinney and Tucker Hill just 3 years ago, leaving our country home in Tarrant County drawn to the unique neighborhood allowing outdoor living in which homeowners thrive and close by our son's family that we'll be separated from by a highway if Segment A comes to pass. We spend hours outdoors at the pool, both playgrounds, walking dogs, and on our porch, joined most often by our grandchildren who were our draw to the area.

We are pragmatic people - if there were a good explanation for selection of Segment A, we'd give a hearty "aye aye" and move on. But, that would require an explanation of why established residents have less importance than developers and unbuilt homes. It would require an explanation of why the cost is an important aspect of the decision for the eastern segments of the 380 bypass but not for the western segments. It would require an explanation of why the Maingate facility continues to be a factor in the decision when research indicates that selection of Segment B would not result in damage to the facility's mission. It would require an explanation of how a segment with two 90 degree turns would be preferable - besides the safety concerns just the traffic impact of that design should make it undesirable. It would require explanation of why the impact to displaced businesses apparently was not a factor. I could go on.

Since it appears (based on information from TXDOT) that the selection of Segment A had more to do with input from Prosper residents and a vote of sorts, please place our vote on Segment B, until and unless you provide adequate rationale for the alternative.

**From:** Shannon Dusek [REDACTED]  
**Sent:** Thursday, March 9, 2023 7:40 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Shannon Dusek  
214-726-9252

**From:** Shannon Gidney [REDACTED]  
**Sent:** Tuesday, March 14, 2023 4:16 PM  
**To:** Stephen Endres  
**Subject:** : NO to Segment A—thank goodness there's a Plan B

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Shannon Gidney  
Sales Manager/Designer

**Follow me on Instagram:** [REDACTED]

Sent from my iPhone

**From:** Shannon LaGrave [REDACTED]  
**Sent:** Thursday, March 30, 2023 10:15 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass NE 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.

Dear Stephen Endres and TXDOT,

This letter is to oppose Segment C of the proposed 380 bypass in the McKinney area. I, Shannon La Grave OPPOSE using Segment C of the 380 bypass. I personally know families in the proposed Segment C who are valued in the McKinney community and have been youth leaders and community volunteers. There are a large number of homes and residences in the current proposed segment C.

It appears that the alternate proposal of segment D would affect or displace fewer homeowners. I would prefer to see Segment D selected because D impacts fewer residents.

Thank you for considering the alternate segment D.

Sincerely,

Shannon LaGrave  
Resident and voter in Collin County, TX



**From:** Shannon McLinden [REDACTED]  
**Sent:** Wednesday, March 15, 2023 5:16 PM  
**To:** Stephen Endres  
**Subject:** Opposed to Route C of the Blue Alignment - US 380 bypass project in 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.

Good afternoon,

I would like to oppose Route C of the proposed 380 Bypass project. If you could consider Route D it would displace fewer businesses and homes, and destroy less forest and grasslands - the green areas of the county including horse properties are such rarities!

Thank you,

Shannon McLinden  
Founder & CEO  
FarmHouse Fresh  
[REDACTED]

Toll free: 888-773-9626 Fax: 214-705-7754  
8797 County Road 858, McKinney, Texas 75071  
[FarmHouseFreshGoods.com](http://FarmHouseFreshGoods.com)

**From:** Shannon Patterson [REDACTED]  
**Sent:** Friday, March 24, 2023 3:28 PM  
**To:** Stephen Endres  
**Subject:** US 380 Bypass from Coit Road to FM 1827

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.

I am a homeowner in Prosper and a Realtor in the north DFW area. I strongly oppose the construction of Segment B for the US 380 Bypass from Coit Road to FM 1827. This proposed route would go through Mane Gait, an equestrian non-profit that has served the local community for years. There is not the land that is centrally located that the non-profit could move to. Businesses can easily relocate, but this non-profit can't.

I would like you to kindly consider implementing Segment A as the preferred option for the Bypass.

Warm regards,

Shannon Patterson  
(214)799-5266

**From:** Sharaya Block [REDACTED]  
**Sent:** Thursday, March 16, 2023 4:01 PM  
**To:** Stephen Endres  
**Subject:** Fwd: Subject: Change 380 bypass from route C to D

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.

----- Forwarded message -----

**From:** Sharaya Block [REDACTED]  
**Date:** Thu, Mar 16, 2023 at 2:57 PM  
**Subject:** Subject: Change 380 bypass from route C to D  
**To:** [REDACTED], <[stephan.endras@txdot.gov](mailto:stephan.endras@txdot.gov)>

To whom it may concern,

I am writing to express my opposition to Route C on the TX-DOT Spur 399 extension project.

Route C affects and displaces significantly more homes, businesses, and community resources than route D. It also divides the residential and farming/ranching communities that make this area of Collin County unique. Perhaps even more concerning, Route C severely damages one of the largest remaining forests in central Collin County. It destroys 71% more acres of forests and woodland and 141% more acres of grassland and prairie than Route D. Not surprisingly, Route C is also strongly opposed by Texas Parks and Wildlife.

While Route C may be the more economical option in the short-term, Route D will preserve more developable land for future growth in Collin County by making use of flood plain space that is otherwise unusable.

Sincerely,  
Sharaya Block

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Monday, February 20, 2023 4:15 PM  
To: Shari Benson  
Subject: RE: Route C

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Shari Benson  
Sent: Monday, February 20, 2023 12:26 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Route C

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.

I vote a big NO ON ROUTE C!! Not unique by nature!

Sent from my iPad

**From:** Sharon Davis [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:20 PM  
**To:** Stephen Endres  
**Subject:** US 380 From Coit to FM 1827

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. Andres,

Thank you for the recent presentations regarding US 380 from Coit to FM1827.

Our family's desired opinion for the future US 380 in Prosper, TX, continues to be for US 380 to remain on US 380. We appreciate TXDOT's preferred Blue alternative supports our and the Town of Prosper's recommendation.

Thank you,

Sharon Davis  
3761 Dogwood Dr  
Prosper, TX 75078

Sent from my iPad

**From:** Sharon Gibney [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:46 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sharon Gibney

**From:** Sharon Mathews [REDACTED]  
**Sent:** Thursday, March 9, 2023 7:11 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A blue route

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.

I am a resident of McKinney, TX. I oppose Segment A in the TXDOT US 380

**I strongly support Segment B**

**Thank you !**  
**Sharon Mathews**

**From:** Sharon Smith [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.



**From:** SHARON SMITH [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

**From:** Shea Darling [REDACTED]  
**Sent:** Thursday, March 9, 2023 8:33 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Have a blessed day!

**From:** Shelley Jannati [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:07 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Best regards,  
Shelley Jannati

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Sent: Tuesday, February 28, 2023 4:29 PM  
To: Sherri Eubank [REDACTED]  
Subject: RE: 380 Bypass, McKinney: Opposing Segment C

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Sherri Eubank [REDACTED]  
Sent: Friday, February 24, 2023 1:04 PM  
To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
Subject: 380 Bypass, McKinney: Opposing Segment C

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 am writing to get your help and support of Segment D as the preferred route with the McKinney TxDOT Bypass. Segment D has always been the preferred route. We were totally shocked and unprepared when a month ago, they switched it to Segment C. The environmental study was completed and the segment choice was released mid-January. We felt very safe that it would stay Segment D since it was an environmental study. Texas Parks and Wildlife doesn't like either route but they strongly oppose Segment C and their preferred route is Segment D.

On Segment C, there is the largest remaining forest in central Collin County. Segment C destroys 71% more acres of forests and woodlands. It also contains wetlands that are verified on federal maps. There are river otters, a heron rookery in numerous trees, alligator snapping turtles, migratory and non-migratory birds, etc. There are mature hardwoods that have been there for years. One of the largest Elms in the state resides in this forest. It is estimated to be over 220 years old. These wetlands are suitable habitat for many threatened species and a large area will be eliminated if C is used.

The forest, floodplains and wetlands are a totally different habitat on Segment C than the floodplains on Segment D. The Segment D floodplains are cultivated and contain minimal natural habitat for the wildlife. The floodplains on certain sections of D can remain unharmed and allow easy flow of water with bridges. Part of Segment D can also be built with less expensive berms that run beside an existing roadway.

One of the most surprising aspects to me is that Segment C has more residences and businesses affected than Segment D. There are also more community resources on Segment C. When reviewing Segment A, three of the most important aspects of the choice is that it impacts fewer residences. Using that criteria, Segment D should be the preferred route. Segment A was also more expensive than Segment B and it was chosen. Trying to make sense out of the TxDOT's preferred choice of C is just not possible. We need your help returning to your preferred choice of Segment D.

Respectfully,

Sherri Eubank  
2371 CR338  
McKinney, TX 75071  
214-250-4889

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-fety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Ca529950644c748ecb88208db19dc2ecc%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132205700713787%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=KvnAgjsotRatGCfOvHxMOxMQgtF5A7WI5%2FIJQIO0VQ4%3D&reserved=0>>

**From:** SHERRY DOTY [REDACTED]  
**Sent:** Thursday, March 9, 2023 4:15 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A, TxDOT 380 to FM 1827

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.

March 9, 2023

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden o McKinney residents, destroy fewer businesses and homes, and result in ;less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely

Sherry Doty Balkovec

**From:** Shruti Narsana [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:26 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hi Mr. Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Shruti Narsana

**From:** Lou Phillips [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:56 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sonny and Lou Phillips

Sent from my iPad



**From:** Sonny Phillips [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:29 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

THE 2ND AMMENDMENT WASN'T WRITTEN AFTER A HUNTING TRIP. IT WAS WRITTEN AFTER A BUNCH OF FARMERS AND BLACKSMITHS FOUGHT OFF THE LARGEST EMPIRE THE WORLD HAS EVER SEEN.

**Sonny**

THANK YOU for deleting my address, email addresses, and personal information, from this e-mail, if you plan to forward it. THANK YOU also for using "Bcc" instead of "To" and "Cc" when initiating both individual and group e-mails. This helps prevent spammers, hackers and radicals from obtaining addresses, and thus the proliferation of spam.

**From:** Stacy Finney [REDACTED]  
**Sent:** Wednesday, March 15, 2023 6:02 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Stacy Finney

Sent from my iPhone

**From:** Stacy Pierson [REDACTED]  
**Sent:** Tuesday, March 14, 2023 2:04 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

> I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

>

> Sincerely,

> Stacy Pierson

**From:** Stacy Powell [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:34 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Stacy Powell

McKinney, TX resident and homeowner

**STACY POWELL**  
**(214) 578-0131**

**From:** St George, Stacy [REDACTED]  
**Sent:** Wednesday, April 5, 2023 1:13 AM  
**To:** Stephen Endres  
**Subject:** Public Hearing Comment Form US 380 from Coit Road to FM 1827

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.

## **Segment A is too costly & will put more lives at risk. Choose Segment B**

Segment A **costs** approximately \$200M **more** than Segment B

Segment A is **1 mile longer** than Segment B

Segment A requires **1 more grade-separated interchange** than Segment B

Segment A has **5 more major utility conflicts** than Segment B & would cost \$49M more to relocate these major and minor utilities than Segment B

Segment A **will displace 15 businesses** (Segment B= none) & **2 residences**

Segment A **costs \$45-95M more to acquire right of way** required across Segment A area **impacts development planned &** several existing, established and thriving master planned **home communities**

Segment A has **2 HIGH risk hazardous material sites** (4 hazardous sites total) with potential to impact the community (Segment B has none)

Segment A **will threaten several protected species & their habitats**

Segment A curve **increases the likelihood of accidents** (especially in rainy or icy weather) including hazardous spills which could gravely impact residents, animals, streams (including Wilson Creek Tributary)....

Segment A **will impact 12.9 acres of Statewide Important Farmland**

Segment A **will increase noise and pollution levels** (which can negatively impact mental & physical health) for Tucker Hill residents, nearby Stonebridge residents, other surrounding planned communities, individual homes and a honey farm.

Segment A will be **detrimental to Tucker Hill property values and 380 business'**

Segment A **will put Tucker Hill lives at risk when seconds matter most.** Construction will impede Tucker Hill residents, guests, area business employees and patrons from safely and quickly getting to the ER in as

timely manner as now and will also impede everyone's safety as it will reduce emergency rescue access (fire, ambulance, police....). Seconds count in an emergency. Lives should not be put at risk. Those in Tucker Hill could become entrapped in their own community with the lack of life saving, tax payer emergency resources. Tucker Hill has only one entrance and exit with a traffic light and another entrance/ exit a few feet down which does not have a light and is more of a "just in case" opening. Construction will back up traffic on an already dangerous stretch of road and intersection and the final convoluted Segment A design will delay emergency resources vs the current direct route for those at Tucker Hill. It currently takes me 6 minutes to get to the Baylor, Scott & White ER door.

Prosper wants to enjoy the benefits of the bypass without contributing land wise or financially. Why should McKinney carry the entire 380 bypass load/ burden? Go with B through Prosper. Do what's right ethically, morally, fiscally. Prosper= more empty land that can be designed around.

McKinney= established.

As city manager, Paul Grimes said "We have communities like Tucker Hill where the bypass will go right through their front door... (and then) cut them off from the incorporated area of the city that they're so much a part of. You don't have any situation like that in Prosper."

McKinney doesn't have the funding needed- 10% of the cost of right away acquisition and utility relocation for portions of the project.

There's no ADA impact on Main Gate, per the study and Segment B is 100 feet from Main Gate and Darling property. Council members & Darling's Main Gate board members shouldn't dictate or influence TX Dot votes. An outside, unbiased decision maker should be brought in that cares about safety and costs to existing homeowners and business. Politics is getting in the way of what's best.

Shouldn't an investigative reporter/news organization, investigate and inform Texas representatives and taxpayers why the state of Texas is spending an additional \$200 million of taxpayer money?

Segment A keeps shifting closer to Tucker Hill, an established residential, front porch community. Protect and honor what you have by going with Segment B through Prosper.

I am NOT employed by TX Dot

I do NOT do business with TX Dot

Stacy St. George  
7605 Eastwick Ave  
McKinney TX 75071

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Wednesday, February 22, 2023 1:36 PM  
To: Stanley Youngblood  
Subject: RE: Comments on US 380 DEIS

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Stanley Youngblood  
Sent: Tuesday, February 21, 2023 4:57 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Comments on US 380 DEIS

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. Enders

We are providing you with our feedback of subject:

We support the DEIS SEGMENT A route alternative as follows:

- 1) There are eight existing or under construction developments at the southeast corner of Custer & First Street that are preserved with Segment A alternative.
- 2) Segment A is consistent with the city of Prosper resolutions opposing other all other alternatives that would cut through the southeast border of Prosper. Prosper has consistently supported an LAR along the existing 380 right away.

Respectfully,

Stanley & Marjorie Youngblood

4231 Glacier Point Court

Prosper, TX 75078

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Stefani Lear  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: 380 Bypass

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

---

**From:** Stefani Lear [REDACTED]  
**Sent:** Sunday, March 12, 2023 8:18 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** 380 Bypass

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.

I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A. The same extension should apply to those affected by Option D.

Stefani Lear  
2754 Majestic Avenue, McKinney



**From:** Stefani Lear [REDACTED]  
**Sent:** Wednesday, April 19, 2023 10:16 PM  
**To:** Stephen Endres  
**Subject:** 380 EIS 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.

Mr. Endres,

My husband and I have been McKinney homeowners and taxpayers for years and I find TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I know a bypass will be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those omissions and errors are corrected.

My ask is that in order to ensure resolution and the creation of the best project possible, I request:

**TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.**

**Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision**

The facts as TxDOT presents them appear to support Segment B over Segment A:

Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.

Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.

Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.

Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.

TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents. TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B

in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

Tucker Hill is a community about using people’s front porches. This is not a neighborhood where you pull in your garage and never leave. It’s an active outdoor focused neighborhood. Additional noise from Segment A is detrimental to the entire point of our community.

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A

option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is both a Christmas Holiday destination for people all across the region to visit our lighted homes as well as a photo op for every local high school homecoming and prom at our community fountain. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for Main Gate and other facilities that serve guests as opposed to residents. As I mention in other parts of this letter, my elderly parents live with us and value their time spent with neighbors and friends. This multi-generational living is enhanced by living in Tucker Hill where diverse neighbors in all phases of life serve to build community. To place more value on transient populations than full-time residential impacts does a disservice to our community.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway

segments([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

Anyone who's driven the DNT at Beltline knows a bend in the road serves to create traffic jams and accidents. Why would you intentionally choose the bendier option when a straighter safer option is cheaper and less impactful? That's not a rhetorical question, I actually want someone to answer that.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

## **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

## **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment. Pretty simple, we're already here. All decisions should favor the folks who've already put down roots as opposed to these magical future users.

## **Air Pollution**

We're a multi-generational home and my elderly parents enjoy sitting on the porch watching birds. As cancer survivors with compromised immune systems the constant additional air pollution from segment A will be detrimental to their health, but to what degree isn't known because TXDOT didn't adequately study our neighborhood or the effects of air pollution on residents. It boggles the mind TXDOT chooses to value a 2 hour visitor to MainGait more highly than my wife's parents.

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause

a multitude of diseases in adult during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments

were solicited via Facebook wit  
must vet all of the comments collected during the scoping project fully and determine that they  
were legitimately provided by residents. Ifthe comments were not legitimate, they should be  
stricken from the project record.

## **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate  
feasible alternatives in enough detail so that a reader can compare and contrast the  
environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include  
those that are practical or feasible from the technical and economic standpoint, rather than  
simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts,  
whether adverse or beneficial. It is important to note that human beings are part of the  
environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so  
when an EIS is prepared and economic or social and natural or physical environmental effects are  
interrelated, the EIS should discuss all of theseeffects."

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask  
that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their  
preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing  
the residents’ ability to enjoy their neighborhood, severing them from their broader community  
and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Stefani Lear  
2754 Majestic Ave  
McKinney, TX 75071



**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 20, 2023 8:23 AM  
**To:** Frances van Tassel [REDACTED]  
**Subject:** RE: Highway 380 Expansion Project

We are not showing any proposed ROW acquisition from your property.

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Frances van Tassel [REDACTED]  
**Sent:** Friday, March 17, 2023 7:23 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Frances van Tassel [REDACTED]  
**Subject:** Highway 380 Expansion Project

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 evening, Steve. The purpose of this email is to provide input into TXDOT's final decision about the path for turning 380 into a freeway. I attended the informational meeting at Rhea Mill church and talked with several representatives and affected residents while there. I also viewed the numerous posters and table maps provided.

As a resident of Red Bud Estates, on the south side of 380, just one mile west of Custer, my property backs onto 380.

As I've commented before, I don't understand why the alternative route (the one TXDOT does not prefer) is not the best route for the west portion. Extending the freeway through Coit all the way to Ridge makes

no sense to me, when the other option avoids the disruptions to so many people and cost up to 2 million dollars less, according to one of the posters. I can't imagine why the state would prefer to spend that much more money when there is an alternative.

One representative I spoke with assured me that the plan is to take the existing TXDOT right of way at the back of my property; however, no one could answer this question: Does that then mean that new right of way would be taken, thus consuming much more of my property than you already have?

The bottom line is that I urge you and your team and advisors to reconsider what you prefer as the route. I recognize that the alternative route that goes northward from Coit would take part of the property of the wealthy horse farm owners but, no matter which route ends up being chosen, some people will lose part or all of their property. My vote is to choose the alternative route that moves northward from Coit and will cost taxpayers less money.

At the very least, if you are not willing to change your mind, I beg you to inform the city of McKinney leaders now so no more permits can be provided to small business owners who plan to build along 380, east of Custer. As your poster mentioned, already four or five new businesses would require being moved, given the route TXDOT prefers.

Thank you for reading and considering my input.

Stella Frances van Tassell  
13955 Red Oak Circle North  
McKinney TX 75071  
(In Red Bud Estates)

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A Texas Department of Transportation message



**From:** Stephanie Lyn Gregory [REDACTED]  
**Sent:** Thursday, March 16, 2023 3:25 PM  
**To:** Stephen Endres  
**Subject:** Change 380 bypass from route C to D!

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.

Stephen,

Please consider the loss of homes, businesses, and community resources when you vote.

People in Collin County do not want to lose their beautiful land when there is another way.

This applies to the route through Princeton, as well.

I do not understand why you do not widen an already existing road instead of taking people's land. The businesses on 380 would benefit, and the people who designed their home around their land can keep what they bought. I know some people would have to move, but they would not lose their way of life. They already live in the city by a busy road. They chose that.

At least with route D less people would be affected.

I believe this continued land stealing is a government overreach in power. I am very disappointed in how this has been handled.

Thank you for your service to our community,  
Stephanie Gregory

**From:** Stephanie Johnson [REDACTED]  
**Sent:** Wednesday, April 19, 2023 8:52 PM  
**To:** Stephen Endres  
**Subject:** Additional 380 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.

Dear Mr. Endres,

My husband and I submitted comments previously regarding TxDOT's choice for 380 of Segment A over Segment B and the mitigation of damage to our community of Tucker Hill. As a result of substantial additional information coming to my attention, I now add the following comments and questions.

Because Segment A follows the existing 380 route further than Segment B, the disruption to homes and businesses during the long construction period will be significantly greater with Segment A than with Segment B. Our home is close to the front of the development and therefore will be impacted significantly by the noise, dirt, and pollution.

- What studies have been done to show the difference in air quality, noise pollution, and personal disruption to the lives of residents between Segment A and Segment B during the construction period?

I am also deeply concerned about the safety of those in our community during construction. I was told by a TxDOT representative that there is no guarantee that both our entrances will remain open during construction. Considering the number of people living in Tucker Hill, this seems risky and irresponsible. If the one and only exit from our community were to become blocked due to an accident, for example, the health, safety, and even life of someone in our neighborhood could be at unnecessary risk if there were an emergency need to get to the hospital.

- What studies have been done regarding the safety of residents in a neighborhood as large as ours (currently 380 homes, with plans for 600) with only ONE ingress and egress?

It was great to find that TxDOT is planning to depress the segment running between Tucker Hill to the north and Stonebridge Ranch to the south. Thank you! However, the increased noise levels are still unacceptable for folks such as us living near the highway. The sound study done by TxDOT is questionable at best.

- Why was no sound barrier planned for the northern side of the highway?

In addition, with Segment A, Harvard Park will lose a full lane of parking spaces. This will cause business parking to overflow onto residential streets, and Harvard Park customers will use our Resident Center parking lot for overflow. This is not acceptable.

- Did TxDOT consider cantilevering the service roads above the main highway lanes in order to shrink the width needed between Stonebridge and Tucker Hill?
- If so, what were the reasons for rejecting that idea?
- If no consideration has been given to cantilevering, please explain why it has not been considered.

According to TxDOT's own study, the closeness of Segment B to Maingate was found to NOT be a potential problem for the clients of Maingate.

- Why then, did TxDOT justify the preference of Segment A over B based on Maingate?
- Why is TxDOT considering the impact to the "protected citizens" who are TRANSIENT CLIENTS of Maingate to be more important than the impact to all the "protected citizens" PERMANENTLY RESIDING in Tucker Hill, which include young children, folks with disabilities, elderly folks, and veterans? These folks will live with the impact, while clients of Maingate would only experience traffic noise for short periods of time and then go home!

I object strongly to the significantly increased cost of the construction of Segment A vs. Segment B. The justification given by TxDOT for this choice is mystifying. It is fiscally irresponsible to spend so much additional money when a totally viable option is available in Segment B. In addition, because Segment A is longer than Segment B, travel time for all drivers on the road will be longer, increasing driving costs, noise pollution, and air pollution.

Priority has not been given to the safety of drivers along Segment A, with two 90-degree turns to navigate at speeds considered normal on a limited-access highway. This seems irresponsible.

- What studies have been done to show that such sharp turns are safe?
- What measures will be put into place to mitigate the danger and reduce the likelihood of accidents, including potentially fatal accidents?

Beyond the safety issue, one of the two 90-degree turns is planned immediately east of our neighborhood entrances; frequent accidents could cause long delays and traffic snarls for all of us trying to enter or exit the neighborhood.

Since moving to Tucker Hill, my husband and I have spent lots of time outside in our neighborhood enjoying nature and also listening to bird calls from our patio. Our houses are all designed with the express purpose of giving us opportunities to spend time in outdoor spaces - communing with our neighbors or with nature.

- Did anyone from TxDOT give consideration to the unique nature of our neighborhood?
- Did the sound studies take into consideration the fact that traffic sounds will come from not just the front of the community but also along the east side?

We were alarmed to find out that the north-turning section of Segment A has been shifted to the west, bringing it even closer to Tucker Hill than was previously planned.

- Did the traffic studies consider this new shift?
- Did anyone compare the difference in noise impact when making the decision to shift the Segment west?

Finally, an expanded limited access highway directly to our south and then turning and running along our east side effectively cuts our neighborhood off from the rest of the City of McKinney. We love being part of the city and hate the feeling of isolation that this will bring to our neighborhood.

- If there is a Record of Decision favoring Segment A, then what steps will TxDot take to restore community cohesion and to join us to the rest of the city?
- Noting that the City has a planned network of walking and biking trails, including one that connects Tucker Hill along Wilson Creek to join with the rest of the city, will TxDOT construct trails passing either under or over the highway to connect with the City's trails?

In addition to these comments, please note my official agreement with the research below, which spells out many other deficiencies regarding TxDOT's position.

Regards,

Stephanie Johnson  
7505 Wescott Lane  
McKinney, TX 75071

\*\*\*\*\*Research notes:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and

rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e. TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

#### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to "MainGait Therapeutic Horsemanship property, the subject of substantial public concern". In fact, there is no great "public concern" over MainGait. The facility

does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act." Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides "essential" services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

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destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

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TxDOT has not completed the required aesthetic impact analysis for the whole project.

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TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper



ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A. The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR](#) [About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)
9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts, Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)

6. [Respiratory Medicine 2015 Alle biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyl Transferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)
10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)
35. [The New York Times 2022 Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston No Safe Level of Transportation Emissions](#)
37. [Elsevier 2017 Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities Video](#)

41. [Texas Pedestrian Safety Coaliti](#)  
[Pedestrians in Disadvantaged Communities Slides](#)
42. [Texas Pedestrian Safety Coalition 2023 Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities HBW Notes.docx](#)
43. [University of British Columbia 2023 Traffic pollution impairs brain function](#)
44. [Environmental Health 2023 Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen 2023 MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association 2022 Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association 2022 Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives 2011 Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet 2017 Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives 2008 Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine 2004 Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet 2002 Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine 2010 Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution A Cohort Study](#)
54. [The Urban Institute 2022 The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen 2022 The Urgent Need for Climate Action Includes Land Use Reforms, IPCC Report Says](#)
2. [IPCC 2022 Chapter 8 Transport](#)
3. [WHO 2021 Global Air Quality Guidelines](#)
4. [USPIRG 2021 Transform Transportation Strategies For A Healthier Future](#)
5. [The World Bank and IHME 2016 The Cost of Air Pollution](#)
6. [Transportation for America Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)

10. [Science of the Total Environment emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)
19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)



16. [Journal of Th](#)
17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#) 18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#) 19. [CDC 2022 Climate Effects on Health](#).
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#) 2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

**From:** Stephanie Weatherby [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:11 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Stephanie weatherby  
6501 alderbrook place  
McKinney texas 75071

[Sent from Yahoo Mail for iPhone](#)



-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 10:07 AM

To: Stephen [REDACTED]

Subject: RE: 380 bypass in mckinney

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Stephen [REDACTED]

Sent: Saturday, February 25, 2023 9:21 AM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: 380 bypass in 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.

NO to Segment A, YES to Segment B

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thanks. Stephen Bishop

[A Texas Department of Transportation (TxDOT)

message]<[>](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C19ed4e826fbe4e00c2a808db19a6cdc2%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131976419763340%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=UDVaDINiSiNoX1Mn9TGkaMoBwqOuTYxyPs4tjbH2UNk%3D&reserved=0)

**From:** Stephen Lyman [REDACTED]  
**Sent:** Tuesday, March 28, 2023 8:03 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 Sirs,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Stephen Lyman  
Wren Creek  
Stonebridge Ranch

Sent from my iPhone

**From:** Stephen Shapiro [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:52 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Janell Pennington [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:34 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Why does the State want to spend more money for option A? It does not make any sense along with the other reasons ....destroying fewer businesses and homes. I am sick over the possibility of the state implementing Segment A. Please listen to the voices of McKinney residents especially those impacted in Stonebridge Ranch and Tucker Hill

Sincerely,  
Steve and Janell Pennington

Sent from my iPad

**From:** Steve Murray [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:27 PM  
**To:** Stephen Endres  
**Cc:** Jessica Murray  
**Subject:** TXDOT / US380

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 a homeowner and resident of Stonebridge Ranch in McKinney, my wife and I strongly **OPPOSE** the construction of Segment A for the US380 Bypass from Coit RD to FM1827. We believe that TXDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy less homes and businesses and result in less disruption to the **36,000** residents of Stonebridge Ranch and thousands of residents of McKinney.

We strongly urge you and TXDOT to implement Segment B as the preferred option for this US380 Bypass. My understanding is that this was what was originally discussed with many in the community and this change in direction is not only the wrong decision, it's also challenging everyone's faith and believe in our state government.

Sincerely

Steve and Jessica Murray  
7117 Langmuir DR  
McKinney, TX 75071

**From:** Joelle Clink [REDACTED]  
**Sent:** Friday, March 10, 2023 9:17 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Steve and Joelle Clink

**From:** Steve Richardson [REDACTED]  
**Sent:** Tuesday, April 18, 2023 12:03 PM  
**To:** Stephen Endres  
**Cc:** [REDACTED]  
**Subject:** 380 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.

Mr. Endres,

As a resident of Tucker Hill, I am concerned about a number of the problems the proposed segment A will bring , and don't believe the vetting process addresses ;

How will emergency services be accomplished when construction starts and there is still only one street of egress?

How was air pollution actually measured for our community , where were the testing monitors placed? How were they going to predict the pollution during the construction?

Did the EIS studies take into account native animal and plant species that will be displaced? What about the new beaver dams along Wilson creek?

Was the parking displacement in Harvard Park taken into account? Where will the business parking go? It will go into Tucker Hill and take already precious little existing residential parking. Where in the EIS studies is this addressed?

Finally, how was the potential added cost of over \$200,000,000.00 over segment B justified.

Sincerely

Steve & Marianne Richardson

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:48 AM  
**To:** Steve Chappell [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Steve Chappell [REDACTED]  
**Sent:** Monday, February 27, 2023 10:59 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

As a homeowner and citizen of McKinney, Texas, I strongly oppose the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. Segment A doesn't make sense for two very important reasons: it's more expensive and less of a bypass.

Steve Chappell



**From:** Steve Daigle [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:44 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:40 PM  
**To:** Steve Lotz [REDACTED]  
**Subject:** RE: NO to segment A, yes to segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Steve Lotz [REDACTED]  
**Sent:** Saturday, February 25, 2023 7:34 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to segment A, yes to segment B

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.

Hi Stephen

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you for reconsidering.

Anything you can do would be greatly appreciated.

Steve Lotz

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:56 AM  
**To:** Steve Meyer [REDACTED]  
**Subject:** RE: NO to segment A, YES to segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Steve Meyer [REDACTED]  
**Sent:** Saturday, February 25, 2023 9:51 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to segment A, YES to segment B

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.

As a homeowner and citizen of Mckinney Texas, I strongly OPPOSE the construction of segment A and support segment B in the Blue Alternative as proposed by TxDOT for the US 380 bypass from Coit Road to FM 1827.

Thank you.

Steve Meyer  
1208 Canyon Wren Dr.  
Mckinney, TX 75071  
214-458-5961

**From:** Michelle Kordak [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:57 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Steven and Michelle Kordak  
8725 Abbington Place  
McKinney, 75072

Sent from my iPhone

**From:** Steven Clay [REDACTED]  
**Sent:** Thursday, March 23, 2023 10:30 AM  
**To:** Stephen Endres  
**Subject:** Support for Segment A on 380 bypass

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.

To Mr. Stephen Endres and those it concerns,

I am a McKinney business owner, a Prosper homeowner and a daily commuter on 380 and I SUPPORT SEGMENT A ONLY for the 380 bypass option. My family and I are in a unique position because we can see this from both McKinney and Prosper viewpoints and opinions. However, when reviewing the detailed information TXDOT has provided all citizens of both cities and after reviewing the DEIS, Segment A is 100% clearly the best and only option for everyone's futures. Let's use our collective common sense and stand with the DEIS study that clearly shows Segment A as the most viable option and put this issue to rest. I ask you to NOT punish the many because of a few! Citizens in every town and subdivision along the 380 corridors are upset and being pitted against one another because of this expansion project. It's time to officially close the discussions on this and move forward with Segment A!

I will say it again...my family and I support Segment A ONLY for this expansion project.

Please Do The Right Thing! Finalize Segment A as the final decision, close the discussions and let's all move forward.

Respectfully,

Steven Clay

Prosper homeowner, McKinney Business Owner and daily commuter

## 380 Bypass Comments

### Construction Phase Traffic:

Regarding Segment A vs. Segment B, the comparison used for the recommendation is lacking because it fails to address the impact to traffic on US 380 during the period of construction, which based on the fly through video most recently shared, will be substantial.

Segment B could be built from the NE to the SW, with the it-in to the current 380 taking place during the final stage of construction, which would allow traffic to flow normally for the majority of the construction project. Contrast that with Segment A, which impacts a much larger extent of the existing road, creating a substantial impact to road traffic during the construction phase.

Since the main project objective, as we have been told, is to improve traffic on 380, the feasibility comparison cannot be complete without comparing the impact of the project's execution on the end it pursues. The absence of this comparison on the draft EIS is substantial grounds to revisit the decision.

### Wildlife habitat:

Property 2689146 is a county-designated wildlife habitat with an active management plan. The area is home to a substantial population of coyotes, active songbirds, waterfowl, deer, bobcats, and beavers. The robust beaver population creates a natural wetland that serves as a habitat unique to the area in that it is accessible to nature enthusiasts and large enough to support the numerous species identified above. The wetland ecosystem created naturally in this area is an important flood control measure. The EIS is performed in the absence of assessing the net impact on watershed due to construction on the Wilson Creek corridor to the SE of the proposed project. Reducing the wetland area in the proposed development region will put additional strain on the downstream areas of Tucker Hill that are also increasingly narrowed and hardened with concrete. AN updated holistic floodplain analysis must be undertaken to ascertain the feasibility of safely construction this project, given development outside of its boundaries.

Steven Lenney

**From:** Stonebridge Ranch Communications  
[REDACTED]  
**Sent:** Monday, April 3, 2023 4:22 PM  
**To:** Stephen Endres  
**Cc:** [REDACTED]; Jon Dell'Antonia; Amanda Batson  
**Subject:** US 380 Petition from Stonebridge Ranch, McKinney Residents  
**Attachments:** [Stonebridge Ranch Residents US 380 Petition NO to Segment A.pdf](#)

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

The Board of Directors of Stonebridge Ranch Community Association, a 9,400-home master-planned community, voted unanimously to make an official statement adamantly opposing TxDOT's preferred Segment A of the "Blue Alternative" and continue to support Segment B.

Please see attached written petition that has been signed by homeowners and citizens of McKinney, TX.

Thank you for your time,

Communications  
Stonebridge Ranch Community Association



## US 380 Proposed Route - NO to Segment A, YES to Segment B

<https://www.thepetitionsite.com/756/446/652/us-380-proposed-route-no-to-segment-a-yes-to-segment-b/>

Author: Susan Spoonemore

Recipient: Stonebridge Ranch Residents

Petition:

SAVE STONEBRIDGE RANCH LIFESTYLE:  
EVERY COMMENT COUNTS

In the US 380 Bypass project (Coit Road to FM 1827), TxDOT has proposed the construction of Segment A which will cause untold damages to our Stonebridge Ranch lifestyle. Join the SRCA Board of Directors in opposing construction of Segment A in the proposed US 380 Bypass project.

*NO to Segment A*

*As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.*

*I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.*

**SIGN THE PETITION NOW!**



	<b>Name</b>	<b>From</b>	<b>Comments</b>
4.	Susan S	MCKINNEY, TX	
5.	Michelle J	McKinney, TX	
6.	Leila R	McKinney, TX	
7.	Chris C	MckinneyMcKinney, TX	
8.	Elizabeth N	McKinney, TX	
9.	Girlie C	Mckinney, TX	
10.	Nilesh N	McKinney , TX	
11.	Alison M	Mckinney, TX	
12.	Judy B	McKinney , TX	
13.	Michael T	McKinney, TX	
14.	Valerie Y	McKinney, TX	
15.	Elissa S	McKinney, TX	No to option A!
16.	samantha s	Mckinney, TX	
17.	Mark J	McKinney, TX	
18.	Peter C	McKinney , TX	
19.	Sean D	McKinney, TX	
20.	Chris M	McKinney, TX	
21.	Donald M	McKinney, TX	
22.	Jeff L	McKinney, TX	
23.	Jo Ann L	McKinney, TX	NO to Segment A. YES to Segment B
24.	Richard R	McKinney , TX	
25.	Heather R	Mckinney, TX	
26.	Daniel M	McKinney, TX	
27.	Rafael S	McKinney, TX	Stonebridge Ranch is a 30 year community with more than 9200 homes and 32000 residents who bought in this community because of the green space and peaceful lifestyle, option B effects far fewer people and businesses. Please select option B or something further north where and is just being developed.
28.	Amber P	Mckinney , TX	No to segment A
29.	Kathryn S	Mckinney, TX	
30.	Davina G	McKinney, TX	
31.	Julie B	McKinney , TX	Please do not destroy our community with the Segment A plan. Please implement the Segment B plan.
32.	Kelly N	Mckinney, TX	
33.	Brian M	Dallas, TX	No to A

	<b>Name</b>	<b>From</b>	<b>Comments</b>
34.	Amanda B	McKinney, TX	I strongly oppose construction of Segment A. The cost to all McKinney taxpayers is significant and the damages to Stonebridge Ranch are untold.
35.	Brett L	McKinney , TX	
36.	Jodi L	McKinney, TX	
37.	Jeanne F	McKinney, TX	
38.	Roman S	Mckinney, TX	US 380 Proposed Route - NO to Segment A, YES to Segment B
39.	Joseph A	McKinney, TX	Please consider the economic impacts of your decision.
40.	James R	McKinney, TX	
41.	Sheila F	McKinney, TX	
42.	Amy O	McKinney , TX	
43.	Michael B	McKinney , TX	
44.	John W	Mckinney, TX	
45.	Larry W	McKinney, TX	
46.	BRIAN K	McKinney, TX, TX	
47.	Robert C	McKinney, TX	US 380 Proposed Route - NO to Segment A, YES to Segment B
48.	Richard B	McKinney, TX	
49.	Jeanette C	McKinney, TX	
50.	Jerry H	MCKINNEY, TX	
51.	james e	Mckinney , TX	
52.	Jack H	McKinney, TX	
53.	Mike M	McKinney , TX	
54.	Charles O	McKinney , TX	
55.	Sheri S	McKinney , TX	
56.	Cyril R	McKinney, TX	
57.	Russ C	McKinney , TX	
58.	Ricardo S	McKinney, TX	
59.	Ken V	Mckinney , TX	
60.	Nancy J	McKinney, TX	NO to segment A! YES to segment B!!!
61.	Gaye L	McKinney, TX	I believe segment A is NOT the right choice. B is better for ourMcKinney community.
62.	Susan H	Mckinney, TX	
63.	Jacqueline Bishop B	McKinney, TX	
64.	Austin B	Mckinney, TX	
65.	Jennifer D	McKinney, TX	
66.	Curtis J	Mckinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
67.	William E	McKinney, TX	
68.	Kara M	McKinney, TX	
69.	chris c	McKinney, TX	
70.	Andrew M	McKinney, TX	
71.	Steven N	McKinney, TX	
72.	Beverly L	McKinney, TX	
73.	David L	McKinney , TX	
74.	Mark D	McKinney , TX	
75.	Mark S	Mckinney, TX	
76.	TraeAnn J	McKinney, TX	Segment B is a much better option!!!
77.	Marion Y	McKinney, TX	
78.	Jack D	McKinney , TX	
79.	Brad K	Mckinney, TX	
80.	Craig C	MCKINNEY, TX	No to Segment A; Yes to Segment B
81.	Brad S	McKinney, TX	
82.	Henry James S	Mckinney, TX	
83.	Erik H	McKinney, TX	
84.	Chip M	McKinney, TX	The TxDOT route is more expensive and adversely affects more businesses and residences that other routes.
85.	Paige D	McKinney , TX	
86.	Timothy L	McKinney, TX	
87.	Valerie P	McKinney, TX	
88.	Lari K	Mckinney, TX	
89.	Rene L	McKinney, TX	
90.	Erika F	McKinney, TX	
91.	Joan D	McKinney, TX	NOOOOO to A . . .Use B instead
92.	Michael G	McKinney , TX	I support plan B.
93.	Holly T	McKinney, TX	No to Segment A. That large of a road should veer north before it ever gets to Custer Road for the least impact to McKinney home and businesses.
94.	HEATHER B	McKinney, TX	NO to Segment A, YES to Segment B
95.	Bruce E	McKinney, TX	
96.	Michelle P	McKinney , TX	
97.	Jessica V	Mckinney, TX	The right choice is Segment B, donth right thing!
98.	Meri L	Mckinney, TX	
99.	RJ P	McKinney, TX	
100.	Pam S	McKinney , TX	No to segment A, yes to segment B.
101.	Patricia N	McKinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
102.	Tom F	Mckinney, TX	No to segment A yes to segment B
103.	Jacob T	McKinney, TX	
104.	Ed H	McKinney, TX	Segment A is short sighted as homes & business and transit traffic will continue to develop around the Segment, thus continuing to hamper traffic flow. Be a Leader and continue to enhance the benefits of living in McKinney.
105.	Jeanne V	McKinney , TX	
106.	David V	McKinney, TX	No to A go with B
107.	Elizabeth R	Mckinney, TX	This will cost more money !! Ridiculous funding!
108.	George T	McKinney, TX, TX	
109.	Scott Z	Mckinney , TX	
110.	James N	Mckinney, TX	
111.	Carrie S	McKinney, TX	
112.	Walter E P	McKinney, TX	
113.	Todd H	McKinney, TX	
114.	David R	McKinney, TX	Yes to Segment B
115.	Seth D	Mckinney , TX	
116.	R D	McKinney, TX	No to A yes to B
117.	Kirk R	Mckinney, TX	Stop segment A
118.	thomas s	mckinney, TX	A is too disruptive to mckinney's current and planned development.
119.	Ruth W	Mckinney, TX	
120.	Heather P	McKinney, TX	As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
121.	John S	McKinney, TX	
122.	Michael H	McKinney, TX	
123.	James T	McKinney , TX	Not Segment A
124.	Roberto F	McKinney , TX	
125.	David G	Mckinney, TX	
126.	Matthew S	McKinney, TX	
127.	Sally K	Mckinney, TX	
128.	Bryan S	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
129.	Judith B	McKinney, TX	
130.	Donald H	McKinney, TX	
131.	Ronald B	McKinney, TX	
132.	Diane H	McKinney, TX	Please select Segment B ... it costs less, reduces taxes on McKinney residents, less homes and businesses destroyed, and less disruption to thousands+ McKinney residents in Stonebridge Ranch and McKinney. Thank you!
133.	Jeff P	McKinney , TX	
134.	Scott B	McKinney, TX	
135.	Marcia S	McKinney, TX	No to Segment A
136.	Herbert B	MCKINNEY, TX	
137.	Lori D	McKinney, TX	
138.	Keith S	Mckinney, TX	
139.	Myrna d	mCKINNEY, TX	
140.	Tony R	McKinney, TX	
141.	Sandra B	McKinney, TX	
142.	Ernest T	McKinney, TX	B is the best plan for now and the ever increasing future traffic. Spend that \$100M extra for the better plan - B.
143.	Vee G	Mckinney, TX	Yes to B
144.	Lindsay R	McKinney , TX	No to segment A
145.	Sharon R	McKinney, TX	
146.	Melody T. S	Mc Kinney, TX	
147.	Jennifer P	McKinney, TX	
148.	Kelly R	McKinney, TX	
149.	Keith K	McKinney, TX	Segment A will cost unnecessary extra tax dollars. Segment B is the best solution.
150.	John B	Mckinney , TX	
151.	Brian d	McKinney, TX	
152.	Larry H	McKinney, TX	
153.	Lori P	McKinney, TX	
154.	Penelope H	Mckinney, TX	Vote No
155.	Carolyn F	Mckinney, TX	
156.	James T	Mckinney, TX	
157.	Ken K	McKinney, TX	No to A route, yes to B route
158.	Jack N	McKinney, TX	Route B least disruptive to community
159.	Alice H	McKinney , TX	Segment A will ruin our lifestyle in McKinney. We will no longer be "unique". It ruins so many existing businesses and everyday life for so many residents in its path. It's not right! <i>(continues on next page)</i>

	<b>Name</b>	<b>From</b>	<b>Comments</b>
159.	Alice H	McKinney , TX	<i>(continued from previous page)</i> Segment B does not affect near the number of families or businesses. Choose B or forget this road!
160.	Robert S	McKinney, TX	I oppose the proposed Segment A.
161.	Gary C	McKinney, TX	We support Segment B. It make more sense in the long term.
162.	Jesse G	McKinney, TX	
163.	Robert L	McKinney, TX	
164.	Barry R	McKinney, TX	Why is the city McKinney affected the most? Something is rotten in Denmark!
165.	David H	McKinney, TX	The purpose of this project is to help relieve congestion on an already heavily used roadway, correct? Yet, segment A of the preferred option, has the higher impact to motorists over segment B while construction will be underway, causing more congestion and headache to those that use it on a daily basis. No to segment A.
166.	Robert L	Mckinney, TX	
167.	Jill M	McKinney , TX	
168.	Greg G	McKinney, TX	
169.	Mike G	McKinney , TX	No to Segment A Plan. Yes to Segment B Plan which is less disruptive to property and business owners, and less expensive to taxpayers.
170.	Nancy G	McKinney , TX	Please do not destroy the Stonebridge Ranch neighborhoods. And, save tax payers millions of dollars by going with A instead of B.
171.	Mary P	McKinney, TX	
172.	David S	Mckinney, TX	
173.	Cody H	McKinney , TX	
174.	T B	McKinney , TX	
175.	Laura D	McKinney, TX	NO TO SEGMENT A - YES TO SEGMENT B!!
176.	Albert D	McKinney , TX	No to Segment A!
177.	Adelle S	Mckinney, TX	The right thing to do is bypass Custer Rd congestion.
178.	Mildred S	McKinney, TX	
179.	Chelsey C	McKinney, TX	
180.	Jim B	McKinney, TX	
181.	Thomas J	Mckinney, TX	
182.	Sherry G	McKinney, TX	No to Segment A Yes to Segment B
183.	Janet L	McKinney, TX	
184.	William A	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
185.	Wayne G	McKinney, TX	From point a to b on segment B is shorter than than A Also not as sharp of a curve for safety reasons . So to me this is a no brainer looking at it from an engineering aspect. COST, SAFETY, and consideration for the people and businesses it will hurt. NO TO A.
186.	Randie C	McKinney, TX	
187.	Danielle K	McKinney, TX	No to segment A, YES to segment B
188.	Renee G	McKinney , TX	No to Segment
189.	Christine H	mckinney, TX	NO to Segment A, YES to Segment B
190.	Ron H	MCKINNEY, TX	
191.	Keisha B	McKinney , TX	
192.	Marcia T	McKinney, TX	Yes to Segment B
193.	Rebecca K	McKinney , TX	The other routes cost less and impact far fewer reside. Please do not ruin our neighborhoods!
194.	Kenneth Z	MCKINNEY, TX	
195.	Jill A	McKinney, TX	
196.	Chad T	McKinney, TX	B is MILLIONS CHEAPER AND FAR MORE EFFECTIVE IN RELIEVING TRAFFIC
197.	Juan G	McKinney, TX	
198.	Diane M	McKinney, TX	
199.	Dennis C	McKinney , TX	
200.	Keith F	McKinney, TX	
201.	Ronald R	McKinney, TX	Why not push this 1 mile north and begin it west of Prosper? Lots of empty land to the north... these plans make no sense.
202.	Donald A	McKinney, TX	
203.	Henry W	MCKINNEY, TX	
204.	Charisse B	MckinneyMcKinney, TX	
205.	Nicole R	MckinneyMcKinney, TX	
206.	Larry R	McKinney, TX	
207.	Roxanne G	McKinney, TX	
208.	Peter A	MCKINNEY, TX	
209.	Alicia A	McKinney, TX	No to segment A because of the cost, loss of homes & businesses, etc. We recognize that growth has to happen but let's be smart about it and go with Segment B option.
210.	Tara W	McKinney, TX	No to segment A!!
211.	Dave K	Mckinney, TX	
212.	Jordan H	McKinney, TX	
213.	Emily C	Mckinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
214.	Jill P	Mckinney, TX	
215.	William H	McKinney, TX	
216.	Ken M	Mc Kinney, TX	
217.	Rich W	McKinney, TX	No to Option A, please. Yes to Option B.
218.	John D	McKinney, TX	
219.	Mike B	McKinney, TX	
220.	Sue V	McKinney, TX	YES TO SEGMENT B
221.	Edward R	McKinney , TX	
222.	Jennifer J	McKinney, TX	
223.	Larry P	McKinney , TX	
224.	Alton S	McKinney, TX	
225.	Ryan V	McKinney, TX	Yes to B!!! No to A!!
226.	Melissa B	Mckinney, TX	No to segment A, Yes to segment B
227.	Karen F	McKinney , TX	
228.	Joe W	McKinney, TX	
229.	Tena W	McKinney, TX	
230.	Marissa P	McKinney, TX	
231.	Sharon H	McKinney, TX	No to segment A -- too expensive and too intrusive. Yes to Segment B!
232.	Pam S	McKinney, TX	No to segment A. Yes to segment B.
233.	Laura C	Mckinntye, TX	No to Segment A, Test to Segment B
234.	Cindy L	McKinney, TX	
235.	Daniel A	McKinney, TX	Yes to B.
236.	Sydney V	McKinney, TX	
237.	Janet P	McKinney, TX	
238.	Elizabeth B	McKinney, TX	No to segment A in US bypass project.
239.	Nancy G	McKinney, TX	
240.	Wendell H	McKinney, TX	
241.	Kent P	MckinneyMcKinney, TX	This seems fishy. It seems like the Darlings are holding this up. McKinney, offered a land swap but they turned down. Although for a good cause, it is just a way for the Darlings property to sky rocket. Either y'all are naive or taking "favors"
242.	Alan B	McKinney, TX	
243.	JAMES H	McKinney, TX	
244.	Mark W	McKinney, TX	Please go with route B. Thank you.



	<b>Name</b>	<b>From</b>	<b>Comments</b>
245.	Steve P	McKinney, TX	Segment A is much more expensive, more dangerous, and impacts more residents and businesses. The homes going up near the path of segment B should be stopped, as should the building of business units on 380 where route A would go if it were to be foolishly implemented. It is clear that route B makes more sense from nearly every angle. Route B is the way to safely go.
246.	Ken T	Mckinney, TX	
247.	Nancy C	McKinney , TX	
248.	Lorri F	McKinney, TX	
249.	Anita J	McKinney , TX	
250.	Cynthia B	McKinney , TX	
251.	Neil J	McKinney, ax	No to Segment A. Yes to Segment B.
252.	Jerry & Connie K	McKinney, TX	NO for plan A & YES with plan B
253.	Adrienne K	Mckinney, TX	
254.	James K	McKinney, TX	
255.	Janet M	McKinney, TX	
256.	Vanessa B	Mckinney , TX	No to segment A, YES to segment B
257.	Kathryn H	Mckinney, TX	
258.	Christine W	McKinney , TX	Segment A is unnecessary and will add even more traffic to 380.
259.	Mary Lee F	McKinney, TX	I support plan B. Plan a was significantly hurt the lifestyle of Stonebridge Ranch.
260.	Stacy H	McKinney , TX	Save StoneBridge Ranch
261.	David C	McKinney, TX	Yes to B. No to A. Do the right thing for the thousands of residents, not the few individuals with a certain vested financial interest.
262.	Chad B	Mckinney , TX	NO to segment A, YES to segment B.
263.	Taylor S	Mckinney, TX	
264.	Maureen D	McKinney, TX	
265.	Chris D	McKinney, TX	
266.	David I	Mckinney, TX	
267.	Joseph P	Mckinney, TX	
268.	Andrea D	McKinney, TX	NO to segment A, YES to segment B.
269.	Cheri D	McKinney , TX	
270.	Michael G	McKinney , TX	
271.	Troy H	McKinney, TX	NO to Segment A!!!
272.	Jillian H	Mckinney, TX	
273.	Lynette M	Mckinney , TX	Save stonebridge! No to segment A
274.	Judy W	McKinney, TX	No to Segment A; Yes to Segment B

	<b>Name</b>	<b>From</b>	<b>Comments</b>
275.	Mary P	McKinney, TX	
276.	Megan R	Mckinney, TX	
277.	Andrew M	Mckinney, TX	
278.	Zachary H	McKinney, TX	
279.	Thomas M	Mckinney, TX	
280.	George B	McKinney, TX	Yes to segment B
281.	Claudine B	McKinney, TX	As a homeowner and citizen of McKinney, TX, I strongly oppose the construction of Segment A. Segment B will cost less, reduce the tax burden on McKinney residents, result in less disruption and require fewer businesses and homes to be destroyed. I strongly urge you to implement Segment B as the preferred option for the US 380 bypass from Coit road to FM 1827.
282.	Deena P	Mckinney , TX	
283.	Kristin H	McKinney, TX	SUPPORT OPTION B! As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
284.	Elizabeth M	McKinney , TX	Absolutely NO to Segment A, YES to Segment B. Segment A would have a direct impact on my home. It just makes sense to implement Segment B which would cost less and negatively impact fewer people.
285.	Gerene G	McKinney, TX	Please implement Segment B for the US380 Bypass project. I strongly oppose Segment A. Segment B costs less and provides the least disruption to residents of McKinney.
286.	Kim B	McKinney, TX	NO to Segment A, YES to Segment B
287.	Sharon L	Mckinney, TX	
288.	Andrea E	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.
289.	Daniel S	McKinney, TX	
290.	april C	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
291.	Alison D	McKinney, TX	
292.	Stephanie C	McKinney, TX	
293.	Nick M	Mckinney , TX	
294.	Joe M	McKinney, TX	NO to Segment A, YES to Segment B
295.	Gary K	McKinney, TX	If Proposal A is used I am very concerned about an increase of traffic thru Stonebridge Ranch development on Lake Forest , Ridge Road and Stonebridge Drive all of which have elementary schools on them inside our community
296.	Nicole F	McKinney, TX	
297.	Katharine T	McKinney, TX	No to plan A and yes to plan B Plan B is less disruptive, less costly and just makes sense.
298.	Andrew Z	McKinney, TX	
299.	Clarence P	McKinney , TX	No to segment A
300.	John H	McKinney, TX	
301.	Rick C	McKinney, TX	
302.	Jessica B	McKinney, TX	
303.	Kelly H	McKinney, TX	
304.	Judy W	McKinney, TX	
305.	Chris B	McKinney, TX	
306.	Michael H	McKinney, TX	
307.	Lynn B	Mckinney, TX	
308.	Karthik K	McKinney, TX	
309.	Andrea C	MCKINNEY, TX	NO TO SEGMENT A, YES TO SEGMENT B or NO BUILD .....
310.	Blake R	McKinney , TX	
311.	Lisa K	Mckinney, TX	
312.	Megan W	McKinney, TX	
313.	Charlotte W	McKinney , TX	I strongly oppose option A and support Option B
314.	Crystal C	Mckinney, TX	
315.	Cheryl S	McKinney, TX	
316.	Megan P	McKinney , TX	US 380 Proposed Route - NO to Segment A, YES to Segment B
317.	Eric B	McKinney, TX	
318.	Sarah W	McKinney , TX	
319.	Kandis S	Mckinney, TX	
320.	Janet F	Mckinney, TX	
321.	Carlos F	Mckinney, TX	
322.	Michaela R	McKinney, TX	No to Segment A!
323.	Katherine S	Mckinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
324.	Ella D	McKinney, TX	US 380 Proposed Route - NO to Segment A, YES to Segment B
325.	Jason B	Mckinney, TX	
326.	Brian L	Mckinney, TX	
327.	Octavian C	McKinney, TX	NO to Segment A, YES to Segment B
328.	Ashley S	McKinney, TX	
329.	Jeffrey R	McKinney, TX	No to Segment A
330.	Lisa W	MckinneyMckinney, TX	
331.	Betty A	McKinney , TX	
332.	Alfonso S	McKinney, TX	
333.	Laura S	McKinney, TX	
334.	Kori G	McKinney, TX	
335.	Scott J	McKinney, TX	Segment A is the worst and most disruptive route. We support B!
336.	Laura C	Mckinney, TX	
337.	Joyce S	McKinney, TX	
338.	Joji S	McKinney, TX	
339.	Peggy B	McKinney , TX	No to Segment A. Yes to Segment B.
340.	Kristin W	Mckinney, TX	
341.	Dawn G	McKinney , TX	
342.	Ben H	Mckinney, TX	
343.	Saskia P	McKinney, TX	
344.	Victoria R	McKinney, TX	
345.	Bailey P	McKinney, TX	NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.
346.	Matan H	McKinney, TX	
347.	Colleen M	McKinneyMcKinney , TX	
348.	Piotr L	McKinney, TX	Do not destroy Stonebridge!
349.	Debbie L	McKinney, TX	
350.	Rebekah A	MCKINNEY, TX	
351.	Mary S	McKinney, TX	No to A. Option B would be better for all
352.	MACK M	McKinney, TX	
353.	Patricia B	McKinney , TX	I am opposed to Segment A.
354.	Dayna K	Mckinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
355.	Margaret O	McKinney, TX	
356.	Greg R	McKinney , TX	No to A, yes to B.
357.	Martella, C	McKinney , TX	
358.	Albert K	McKinney, TX	No to segment A and Yes to segment B.
359.	Gail S	Mckinney, TX	
360.	Mark J	McKinney, TX	I strongly oppose the proposed “Segment A” expansion.
361.	Samuel L	McKinney, TX	
362.	William Larry W	McKinney, TX	
363.	Grisell L	Mckinney, TX	
364.	Marshall W	Mckinney, TX	
365.	Carlos N	McKinney, TX	
366.	Brian H	Mckinney, TX	
367.	Mari B	McKinney, TX	
368.	Danielle A	McKinney, TX	
369.	Kim A	McKinney, TX	
370.	Carl H	Mckinney, TX	
371.	elliott a	mckinney , TX	
372.	Mark M	McKinney, TX	
373.	Kirsty B	Mckinney, TX	
374.	Joe L	MckinneyMcKinney, TX	
375.	Allison R	McKinney, TX	No to segment A. Yes to segment B.
376.	Dani P	McKinney, TX	
377.	Dennis S	McKinney, TX	No to seqment A and yes to seqment B.
378.	Joanne P	McKinney, TX	US 380 Proposed Route - NO to Segment A, YES to Segment B
379.	Michael B	McKinney, TX	US 380 Proposed Route - NO to Segment A, YES to Segment B
380.	Kaitlyn N	McKinney , TX	
381.	Andy B	McKinney, TX	No to segment A, yes to segment B
382.	Jon A	Mckinney, TX	NO to Segment A, YES to Segment B
383.	Joseph P	Mckinney, TX	No to segment A
384.	Sherry B	McKinney, TX	
385.	Rick N	McKinney, TX	
386.	Jane W	McKinney, TX	
387.	Kevin L	McKinney, TX	
388.	John H	McKinney, TX	
389.	Rae C	Mckinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
390.	Chidananda S	Mckinney, TX	
391.	Vila N	Mckinney, TX	
392.	Tammie A	McKinney, TX	
393.	Diane D	McKinney , TX	
394.	Chad E	McKinney, TX	
395.	Ron W	Mckinney, TX	
396.	Sheri M	Mckinney , TX	No to segment A. Yes to segment B.
397.	Nancy B	Mckinney, TX	
398.	Jan F	McKinney, TX	
399.	Willyn B	McKinney, TX	
400.	Gay H	McKinney, TX	No to segment A -YES to segment B.
401.	Kathleen G	McKinney, TX	
402.	Kelli A	Mckinney, TX	
403.	Lucas K	McKinney, TX	
404.	Brock R	McKinney, TX	
405.	Alan S	McKinney, TX	
406.	Cantu M	Mckinney, TX	
407.	Emilie A	McKinney, TX	
408.	Eddie S	McKinney, TX	
409.	Jennifer V	McKinney , TX	
410.	Abigail M	McKinney , TX	
411.	Timothy S	McKinney, TX	I strongly oppose Segment A as it will DESTROY OUR PEACEFUL COMMUNITY!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
412.	Jeff G	Mckinney, TX	
413.	Blake H	McKinney, TX	
414.	Brooke R	Mckinney , TX	
415.	Marcia M	McKinney , TX	
416.	Ronald W	McKinney, TX	
417.	Jessica S	McKinney, TX	
418.	Troy H	Mckinney , TX	
419.	edward B	McKinney, TX	No to Segment A and YES to Segment B
420.	Sydney S	McKinney, TX	
421.	Brian D	McKinney, TX	
422.	Debbie H	Mckinney, TX	
423.	Earl T	Mckinney, TX	I vote for route segment B
424.	David B	McKinney , TX	
425.	Jeremy K	mckinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
426.	Kendra G	McKinney, TX	
427.	JoAnne D	McKinney, TX	
428.	Steve and Janell P	McKinney, TX	We support Segment B. Why spend more money for Segment A. It makes no sense.
429.	Stephanie C	McKinney , TX	
430.	Bryce B	McKinney , TX	No to Segment A, Yes to Segment B
431.	Dan P	McKinney, TX	
432.	Nadyne B	Mckinney, TX	
433.	Katherine E	Mckinney, TX	
434.	Christian E	McKinney, TX	
435.	Monica W	McKinney, TX	
436.	James D	McKinney, TX	Segment B is the obvious choice since it cost less, is less of a tax burden, destroys fewer business and homes!!
437.	Ruth H	Mckinney, TX	
438.	Natalie M	Mckinney, TX	
439.	Betty P	McKinney , TX	No to A. YES TO B
440.	David G	Mckinney , TX	No to segment A, yes to B
441.	Miranda m	McKinney , TX	
442.	Regina P	McKinney, TX	
443.	Angie W	McKinney, TX	
444.	Janice B	McKinney, TX	
445.	Jennifer G	McKinney, TX	
446.	Jonathan A	McKinney, TX	
447.	Bridgett R	Mckinney, TX	
448.	Lynda M	McKinney, TX	
449.	Brian B	Mckinney , TX	Oppose segment A. Yes to segment B.
450.	Christine M	McKinney, TX	
451.	Adam R	McKinney , TX	
452.	Kimball N	Mc Kinney, as	
453.	Carol H	McKinney, TX	
454.	Laura R	Mckinney, TX	no to segment A, Yes to segment B
455.	Christopher R	McKinney, TX	
456.	Bruce T	mckinney, sg	
457.	Dedra P	McKinney,, TX	
458.	Joe R	Mckinney, TX	
459.	Horace G	McKinney, TX	
460.	Athourina G	Mckinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
461.	Gregory y	mckinney, TX	I support segment B of the proposed US 380 route.
462.	Arina K	McKinney , TX	
463.	Jennifer H	McKinney, TX	
464.	Connie S	McKinney, TX	Why are you choosing the more expensive disruptive route? You have my email....I would love to hear the reasoning behind your decision to push for Segment A. Common sense dictates Segment B...as well as your stewardship to the taxpayers money. I anxiously await your reply.
465.	Rae K	Mckinney, as	
466.	KARREN V	Mckinney, TX	
467.	Marcus B	Mckinney, TX	
468.	Joseph K	McKinney , TX	
469.	Tamara H	McKinney, TX	
470.	Dan B	Mckinney, TX	
471.	James G	McKinney, TX	
472.	Robert B	MckinneyMckinney, TX	
473.	Annette P	McKinney , TX	NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.
474.	Lynne S	McKinney, TX	Option A doesn't make sense. It disrupts existing businesses and residences vs future development that can be reworked. It takes traffic congestion further east on Hwy 380, and It costs considerably more than Option B.
475.	Charles R	mckinney, TX	
476.	Donna P	Mckinney, TX	
477.	Steve Z	Mckinney, TX	
478.	Robin L	McKinneyMcKinney, TX	
479.	Mark W	McKinney, TX	
480.	Joe H	McKinney , TX	I strongly support segment. Segment B and oppose Segment A. If you have to do one or the other, Segment B is the only logical choice.
481.	Jan M	McKinney, TX	
482.	Laura W	McKinney, TX	No to A. Yes to B. B is the only logical option cost wise and safety wise.
483.	Garrett H	McKinney, TX	No to segment A, yes to segment B.
484.	Charles D	McKinney, TX	NO to segment A!!!
485.	Robin C	McKinney, TX	



	<b>Name</b>	<b>From</b>	<b>Comments</b>
486.	Linell F	McKinney, TX	YES to Segment B
487.	Lee M	Mckinney, TX	
488.	Ivan H	McKinney, TX	Definitely do not want Segment A.
489.	Tiffany M	Mckinney, TX	
490.	Vicki S	McKinney, TX	dropping down at Segment A still leaves much of 380 with congestion. It seems to make more sense to extend the re-entry down further. Segment B just makes more sense.
491.	Ruth F	Mckinney , TX	
492.	Paul W	McKinney, TX	I believe Segment B would cause less disruption to people, homes and businesses. I request you support option B.
493.	Jack H	McKinney, TX	Yes, to segment B. Most “common sense” option!
494.	Nikah H	Mckinney, TX	
495.	Mary Lou B	McKinney , TX	No to Section A. Yes to Section B which is less costly, less disruptive to businesses and homeowners communities, reducing more of 380 congestion.
496.	Karin D	McKinney, TX	
497.	Dagmar M	Mckinney, TX	
498.	Albert S	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
499.	Jan F	McKinney, TX	
500.	Stephen L	McKinney, TX	
501.	Ben H	McKinney, TX	Option A is going to disrupt the lives of many more people than Option B. Option A cost \$100 million if tax payer money. How have we become so irresponsible with public funds? Option B is cheaper.....Prosper needs to understand that.
502.	Stacy P	Mckinney, TX	
503.	Robert A	McKinney, TX	
504.	Theresa H	McKinney, TX	
505.	Steven M	McKinney, TX	
506.	Jackie S	McKinney, TX	
507.	Margaret P	McKinney, TX	
508.	Shobha c	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
509.	Kimberley N	Mckinney, TX	NO TO SEGMENT A yes to segment B
510.	Sherry D	McKinney, TX	
511.	Jack S	MCKINNEY, TX	TxDot -- your own data supports B. Please reconsider..
512.	Terry	Mckinney, TX	
513.	Therese H	McKinney, TX	No to Segment A - Yes to Segment B
514.	James Scott H	McKinney, TX	No to Segment A, Yes to Segment B
515.	Jan E	McKinney, TX	
516.	Douglas B	McKinney, TX	
517.	Kaye F	McKinney, TX	
518.	Marcey O	Mckinney, TX	
519.	Patrick H	McKinney, TX	I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Yes to Segment B!
520.	Diana D	McKinney, TX	
521.	Kinda O	McKinney, TX	
522.	Madhu N	Mckinney, TX	NO to SEGMENT A
523.	Alpino B	Mckinney, TX	
524.	William Y	McKinney, TX	
525.	Shannon D	McKinney, TX	
526.	Sandra M	McKinney, TX	
527.	Channa J	McKinney , TX	
528.	Susan H	McKinney, TX	
529.	robert j	McKinney, TX	
530.	Dale D	McKinney, TX	
531.	Kate H	McKinney, TX	No to Segment A, yes to segment B
532.	David N	McKinney , TX	
533.	Vikas R	Mckinney, TX	
534.	Arlen B	McKinney, TX	
535.	Pam G	McKinney, TX	Strongly oppose Segment A. Please use option B. Costs less, destroys fewer businesses and homes.
536.	Kate R	McKinney, TX	
537.	Daniel O	McKinney, TX	
538.	Teri M	Mckinney, TX	
539.	Thomas D	McKinney , TX	
540.	Robyn C	McKinney, TX	No vote for Segment A. It will directly impact lives in Stonebridge Ranch , the second largest master planned community. Segment B is the desirable plan as it will have the least effect on residents lifestyle. Merging the proposed <i>(continues on next page)</i>

	<b>Name</b>	<b>From</b>	<b>Comments</b>
540.	Robyn C	McKinney, TX	<i>(continued from previous page)</i> bypass at Coit Road is the better route as this will allow the convergence to occur in a lesser populated section of 380, and not within the already congested section of 380 which runs through McKinney.
541.	Whitney A	Mckinney , TX	
542.	MG H	Mckinney, TX	
543.	Joseph R. J	McKinney, TX	
544.	CAREY M	McKinney, TX	
545.	Val M	McKinney, TX	No to Segment A, Yes to Segment B
546.	Mary Ann P	Non Hispanic/Latino, TX	
547.	Donna C	Mckinney, TX	
548.	Eugene P	McKinney , TX	We don't want a major highway bypass right outside our neighbor elementary school!
549.	Marvin N	Mckinney, TX	
550.	Alicia R	McKinney, TX	
551.	Gary K	McKinney, TX	
552.	Bonnie and Don L	McKinney, TX	
553.	Rick S	McKinney, TX	
554.	Michael W	McKinney , TX	NO to segment A and YES to Segment B
555.	Kenneth Y	McKinney, TX	Why would we waste so much money on Segment A? Simple math tells you to say no, not to mention the bottle neck in traffic that will be created by having to make a 90 degree turn. Have you ever driven on the NTDR during rush hour north of the Galleria? A simple "S" turn created a traffic nightmare. Absolutely do not build segment "A".
556.	Peter S	Mckinney, TX	
557.	Kathleen R	McKinney, TX	
558.	Joni W	McKinney, TX	
559.	Joan S	McKinney, TX	
560.	Jutta W	Mckinney, TX	I opt for plan B of the proposals.
561.	Ryan W	McKinney , TX	
562.	Margie B	Mckinney, TX	
563.	Connie E	McKinney, TX	We are vehemently opposed. We can't attend local meetings due to health, but it makes no sense to uproot so many businesses. From what we have read, you've never provided good reasoning for your adherence to this plan when other plans would be less disruptive. We are registered voters and will not vote for any local funds to support this plan.
564.	James M	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
565.	Stacie K	McKinney, TX	
566.	David Z	McKinney, TX	
567.	Sharon C	McKinney , TX	
568.	Lucas W	McKinney, TX	
569.	Jeff B	McKinney, TX	
570.	Christopher B	McKinney, TX	
571.	Bonnie K	McKinney, TX	
572.	Betty B	McKinney, TX	I would love it to bypass all of McKinney. Bring a senior is a challenge in McKinney due to traffic!
573.	SALLY H	McKinney, TX	No to A
574.	Mike G	McKinney, TX	<p>There are several problems associated with high vehicle traffic through residential areas, including:</p> <ol style="list-style-type: none"><li>1. Safety concerns: High traffic volume can increase the risk of accidents and collisions, especially in residential areas where there may be more pedestrians, children, and bicyclists.</li><li>2. Noise pollution: The constant noise from vehicles can be disruptive and stressful for residents, affecting their quality of life and health.</li><li>3. Air pollution: Vehicles emit harmful pollutants, including particulate matter and nitrogen oxides, which can negatively impact air quality in residential areas and lead to health problems.</li><li>4. Reduced property values: High traffic volume can reduce property values, making it more difficult for homeowners to sell their homes or get a fair price for their property.</li><li>5. Increased traffic congestion: High traffic volume can lead to increased traffic congestion, making it more difficult for residents to get in and out of their neighborhoods, as well as making it difficult for emergency vehicles to respond quickly to calls.</li><li>6. Increased wear and tear on roads: High traffic volume can increase the wear and tear on roads, leading to more frequent repairs and maintenance, which can be costly for local governments and taxpayers.</li></ol> <p>The Texas DOT should ethically limit high traffic to commercial areas West of Stonebridge Ranch and Custer Road. Protect the citizens living in residential areas.</p> <p>Re</p>
575.	Bobbie B	McKinney, TX	
576.	Jennifer Y	Mckinney, TX	
577.	Jan C	McKinney, TX	
578.	Terry C	McKinney , TX	
579.	Sandy C	McKinney , TX	No to segment A!

	<b>Name</b>	<b>From</b>	<b>Comments</b>
580.	Craig J	McKinney, TX	The two 90 degree turns in option A will cause a major slowdown and distribution in traffic. Doesn't make sense. Option B is the logical route to go with.
581.	Kenneth H	McKinney, TX	
582.	Thomas K	McKinney, TX	
583.	Lisbeth K	Mckinney, TX	
584.	Randy W	Mckinney, TX	
585.	Lynn S	Mckinney, TX	
586.	Shaun M	McKinney, TX	
587.	Chad J	Mckinney, TX	
588.	Rhodel M	Mckinney , TX	
589.	Gloria K	McKinney, TX	
590.	Diane T	McKinney , TX	
591.	Robert T	McKinney , TX	
592.	Kathleen M	McKinney , TX	
593.	Lisa K	Mckinney, TX	
594.	Rachel R	McKinney, TX	As a homeowner in McKinney Texas I oppose segment A. I support the segment B route.
595.	Hank S	McKinney, TX	
596.	Jennifer G	MckinneyMcKinney, TX	
597.	Betty T	Mckinney, TX	
598.	Liz W	Mckinney , TX	
599.	Jack W	McKinney, TX	NO SEGMENT A!
600.	Todd P	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
601.	Nathan M	Mckinney, TX	
602.	Diana L	MCKINNEY, TX	
603.	Cynthia S	McKinney, TX	No to segment A -
604.	Sharon M	McKinney, TX	
605.	Linda W	McKinney, TX	Use Segment B

	<b>Name</b>	<b>From</b>	<b>Comments</b>
606.	Kevin S	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
607.	Sarah H	McKinney , TX	
608.	Laura A	McKinney, TX	No to segment A
609.	Deana W	McKinney, TX	
610.	Robyn B	McKinney , TX	Avoid destroying our homes and investments with segment A. No to segment A. B is the only sensible choice.
611.	Lynne W	McKinney, TX	Option B is less expensive and less disruptive. Please consider the many Stonebridge residents' safety and quiet.
612.	Kathy P	Mckinney , TX	
613.	Nevin M	Mckinney, TX	
614.	Jennifer L	McKinney, TX	
615.	Suzy S	MCKINNEY, TX	NO to segment A !!! YES to segment B.
616.	Steve S	Mckinney, TX	
617.	Andrew L	Mckinney, TX	
618.	Yoko N	McKinney , TX	Not to segment A
619.	Dean F	McKinney , TX	No to A
620.	Steve M	McKinney , TX	
621.	kathleen M	McKinney , TX	
622.	Andrew B	McKinney , TX	
623.	Kathleen W	McKinney, TX	
624.	Gary R	McKinney, TX	I am a Stonebridge Ranch resident and I oppose Segment A and agree with Segment B.
625.	Larry C	Mckinney , TX	
626.	Kristine S	McKinney, TX	
627.	Michael M	McKinney, TX	No to A, Yes to B
628.	Lori B	Mckinney, TX	Please consider segment B, not A
629.	Jim K	McKinney, TX	
630.	Kristi M	Mckinney , TX	No to option A
631.	Kristen J	McKinney, TX	
632.	Cynthia K	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
633.	Lindsay B	McKinney, TX	No to segment A and yes to B
634.	Pablo M	McKinney, TX	
635.	Clint W	Mckinney , TX	
636.	Margaret H	McKinney, TX	
637.	Kelley R	Mckinney, TX	
638.	Yongsuk L	McKinney, TX	
639.	Jon D	McKinney, TX	
640.	Carolyn M	Mckinney, TX	
641.	John M	Mckinney, TX	No to segment A
642.	Perry I	McKinney, TX	
643.	Dina D	McKinney, TX	
644.	rich f	mckinney , TX	Yes to segment B
645.	Kevin C	McKinney, TX	
646.	Lisa D	McKinney, TX	
647.	PAULA M	MCKINNEY, TX	
648.	Dayn J	McKinney, TX	No to Segment A, Yes to Segment B. My home is close to the intersection of Stonebridge Dr / 380, so I will be negatively impacted by Segment A and most likely will need to move after a 16.5 year residence in my Stonebridge home.
649.	Sylvia W	McKinney, TX	NO to Segment A.
650.	Tanza S	Mckinney , TX	My vote for the US 380 Proposed Route. NO TO SEGMENTA, YES TO SEGMENT B.
651.	Sonya S	Mckinney , TX	
652.	Mikayla B	McKinney, TX	
653.	Melissa B	McKinney, TX	
654.	Joanne K	McKinney, TX	I find it difficult to understand how this can be a viable option - right in the middle of large residential areas. What are you thinking? Which landowners/investors paid off State officials? Please do not destroy our peace and neighborhoods with the noise and air pollution of a freeway. NO TO SEGMENT A!!!
655.	Kim C	McKinney , TX	
656.	Clay Y	Mckinney, TX	
657.	Leslie A	McKinney, TX	
658.	Mark R	McKinney, TX	
659.	Darrin C	MckinneyMcKinney, TX	
660.	Angee W	Mckinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
661.	Catherine G	McKinney, TX	The decision between choosing Proposed segment A vs Proposed segment B CANNOT be based on public opinion regarding the MainGait Horse facility!! ALL points of comparison between the 2 proposed options make choosing Segment B the OBVIOUS route (based on COST, engineering feasibility, safety of route, traffic flow addressing the congestion at the intersection of 380 & Custer, impact to existing neighborhoods vs undeveloped land, utility complications,). At some point, the “popularity” & public campaign of ManeGait HAS to be set aside and facts need to be the deciding factors. Segment B makes sense!!
662.	Barbara S	McKinney, TX	
663.	Tom B	Mckinney, TX	
664.	Leigh T	McKinney , TX	
665.	Suzette M	McKinney, TX	Option A is far more expensive, far more environmentally and economically damaging than option B and will create an undue hardship via noise, air pollution and accessibility on the residents of Tucker Hill, all of whom have front porches
666.	Cam R	McKinney, TX	
667.	Dasha E	McKinney, TX	
668.	Mary	McKinney , TX	No to Segment A
669.	Rob R	Mckinney, TX	
670.	Brian D	McKinney, TX	
671.	Ellen L	McKinney, TX	
672.	Diane R	McKinney, as	
673.	Holly R	McKinney, TX	
674.	Judy C	McKinney , TX	
675.	James L	McKinney, TX	Segment B will cause significantly more disruption than Segment A.
676.	David C	McKinney, TX	
677.	Christine H	McKinney, TX	
678.	LeighAnn W	Mckinney, TX	“option” A makes no sense at all being so insanely more expensive than B and the number of homes and businesses it will destroy and displace.
679.	Michelle N	McKinney, TX	NO to Segment A, YES to Segment B!!!!!!
680.	Linda B	McKinney, TX	Option B is less costly and better for quality of life!!!
681.	DeeAnn C	McKinney, TX	
682.	Cathy B	McKinney, TX	
683.	Janie M	Mckinney, TX	Segment A is too expensive, imposes on more homes, businesses.
684.	Dru D	Mckinney, TX	
685.	Phil R	Mckinney, TX	



	<b>Name</b>	<b>From</b>	<b>Comments</b>
686.	Mary C	MCKINNEY, TX	
687.	Zouheir A	McKinney, TX	
688.	Nancy P	SHELBURNE, VT	
689.	ryan, k	MckinneyMcKinney , TX	I have a son with autism and the noise and air pollution will negatively impact him and other Tucker Hill Residents.
690.	Tracy G	Mckinney, TX	
691.	Wendy D	McKinney, TX	
692.	Pamela P	McKinney, TX	Please reconsider the extra expense of option A and spare the hard working businessman and women who will be severely impacted. For many Our homes are our investment for our retirement future. Greatly effected home values before and during the projects timeline make a huge negative impact for those that need to consider relocating due to job changes or health reasons. I am very disappointed in the fiscal irresponsibility of the taxes we are being required to cough up. I also don't understand why the proposed ending of the bypass doesn't even make it to the tollway after its completion
693.	Sarah H	McKinney, TX	
694.	Todd C	McKinney, TX	
695.	John H	McKinney, TX	
696.	Laura G	McKinney , TX	Segment B!! Save our homes!
697.	Cara S	McKinney, TX	
698.	Brandon C	Prosper, TX	
699.	Traci S	McKinney, TX	
700.	Lou P	McKinney , um	No to segment A
701.	Deborah S	McKinney , TX	
702.	Debra C	McKinnet, TX	
703.	Joanne T	McKinney, TX	Not just Stonebridge but also Tucker Hill as well. Absolutely No to A and yes to B
704.	Shannon E	McKinney, TX	No to segment A. The segment B option costs less and less disruptive to well established McKinney neighborhoods!
705.	Martina G	McKinney, TX	I cannot understand why Option A was chosen when it is so much more expensive and impacts more homes, school and businesses. Is it that campaign donations carry more weight than common sense. Look for the study by other equine centers have done that says construction and new roads near them have had no impact. Proof of that is the widening of N Custer. There are more ways for fire trucks and ambulances to reach Option B communities than say Tucker Hill
706.	Chris S	McKinney, TX	
707.	Ed G	McKinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
708.	Patricia G	McKinney , TX	
709.	Tanya P	Mckinney, TX	
710.	William M	McKinney, TX	Please use Segment B to save MUCH more money, homes and businesses. Come on guys - It makes more sense!
711.	Kristi G	McKinney, TX	
712.	Robert C	McKinney, TX	
713.	Brandi M	Mckinney, TX	No to segment A — yes to segment B
714.	Phillip F	McKinney, TX	Fiscal Responsibility is needed here. Choose Option B over A because it saves hundred of millions of dollars, destroys less business, or revisit and make new alternatives.
715.	James D	McKinney, TX	
716.	John C	McKinney , TX	NO to Segment A and YES to Segment B!!! It's obvious that Segment B is the best way to go with all the data that has been collected. Please TxDOT make the right decision-Segment B.
717.	Cynthia G	MckinneyMcKinney , TX	
718.	David K	McKinney , TX	
719.	John G	McKinney, TX	Option B is less expensive and less disruptive. All the evidence presented in the studies make it the obvious choice. Please reconsider selecting Option B as the proposed choice from Coit Rd to FM 1827
720.	Michael L	McKinney, TX	
721.	Mary Beth P	McKinney, TX	My health will be impacted by this decision. Not only is it fiscally irresponsible, but pollution noise and environmental impact to residents is adverse.
722.	Noemi G	McKinney , TX	homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
723.	Debora K	Mckinney, TX	
724.	Julie G	McKinney, TX	
725.	Jennifer G	Mckinney, TX	
726.	Britteny L	McKinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
727.	Stefani L	McKinney, TX	The decision between choosing Proposed segment A vs Proposed segment B CANNOT be based on public opinion regarding the MainGait Horse facility!! ALL points of comparison between the 2 proposed options make choosing Segment B the OBVIOUS route (based on COST, engineering feasibility, safety of route, traffic flow addressing the congestion at the intersection of 380 & Custer, impact to existing neighborhoods vs undeveloped land, utility complications,). At some point, the “popularity” & public campaign of ManeGait HAS to be set aside and facts need to be the deciding factors. Segment B makes sense!!
728.	Marne L	Mckinney , TX	
729.	Sarah Y	McKinney , TX	
730.	ALEXANDER M	McKinney, TX	
731.	Matt L	McKinney, TX	
732.	Greg W	MCKINNEY, TX	
733.	Deborah A	McKinney, TX	
734.	Kaitlin A	Mckinney, TX	
735.	William S	McKinney, TX	
736.	Shay S	McKinney, TX	
737.	Lindsey F	Mckinney, TX	
738.	Kristyn H	McKinney, TX	
739.	Melissa S	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
740.	Laurie O	McKinney, TX	
741.	Oriol F	McKinney, TX	
742.	Misti R	Mckinney, TX	
743.	Dave J	McKinney, TX	A decision of this magnitude should consider the increased construction disruption to residents, which is by far more significant with option A. In addition, the KNOWN costs point to selecting option B. Speculation regarding future development that may occur in the path of segment B serves as a shallow criterion for decision-making. Properties can be zoned and rezoned at the will of a given town or city.

	<b>Name</b>	<b>From</b>	<b>Comments</b>
744.	Stacy W	McKinney, TX	The increased noise, decrease in property value, higher cost to taxpayers, displacement of businesses, and decreased safety in my neighborhood makes option A the wrong choice for everyone.
745.	Rachel T	McKinney, TX	
746.	Jay A	McKinney, TX	I oppose Segment A. The alternative B is less expensive and destroys fewer businesses and homes. OF MAJOR CONCERN is the current noise pollution study and existing scientific data showing an association between traffic noise and physical and mental health problems. As currently planned, it appears that TxDOT and other segment B supporting officials may be knowingly supporting an alignment (A) that will likely cause health problems among residents when another viable and less expensive option is available. Homes cannot be moved. Horse farms can.
747.	Richard L	McKinney, TX	
748.	Kim M	Mckinney, TX	
749.	Jasmijn M	Mckinney, TX	Research shows Option B is much less disruptive than Option A. Please reconsider or provide alternatives versus displacing residents and businesses all the while spending more money.
750.	Kerry B	McKinney , TX	
751.	Hannah P	Mckinney, TX	The noise pollution this would cause to our exceptional community would be almost impossible to live with. Hundreds of homes will be negatively impacted by this decision.
752.	Brian S	McKinney, TX	
753.	Matt F	Mckinney, TX	
754.	Robert L	McKinney, TX	
755.	Roger D L	Mckinney, TX	
756.	Laura B	McKinney, TX	Segment A is a ridiculous waste of money.
757.	Denise C	McKinney, TX	
758.	Trish A	McKinney, TX	Oppose! Oppose! Oppose! Terrible idea!
759.	Jeff R	McKinney, TX	No to Segment A, Yes to segment B
760.	Leroy H	Mckinney, TX	
761.	Stephanie C	Mckinney, TX	
762.	Damon V	McKinney , TX	
763.	Nancy B	McKinney, TX	
764.	Nancy V	McKinney, TX	
765.	Mike C	Mckinney, TX	
766.	Jessica S	Allen, TX	
767.	Michelle S	Mckinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
768.	Nancy P	Mckinney, TX	
769.	Laurie S	McKinney, TX	Section A has far greater impact in all matters: economically, environmentally, noise and safety. I support B.
770.	Donna R	McKinney , TX	
771.	Sally H	McKinney , TX	No to segment A Yes to Segment B
772.	Amie V	Mckinney, TX	
773.	Erik B	McKinney, TX	Segment B is more direct, cheaper, and safer- this should be a no brainer!
774.	Pietro S	Allen, TX	
775.	Tatum D	McKinney, TX	
776.	Ferdinand T	McKinney, TX	Segment B is less disruptive and cheaper. Segment A does not make sense.
777.	Steven E	mckinney, TX	
778.	Michael L	McKinney, TX	I strongly disagree with this alignment and push for alignment B.
779.	Krystal H	Mckinney, TX	
780.	Christan H	McKinney , TX	
781.	Nicholas W	McKinney , TX	
782.	Jimmie B	Mckinney, TX	
783.	Katie C	Mckinney, TX	
784.	Elena R	McKinney , TX	
785.	Lori W	McKinney, TX	
786.	Elon R	McKinney, TX	
787.	Christopher T	McKinney, TX	No to segment A
788.	Julie H	Mckinney, TX	
789.	Clay G	McKinney, TX	Segment A does NOTHING to move traffic east or west! Segment B is consistent with the purpose of the new roadway. Only B makes any sense. It is the highest and best use of the public's funds.
790.	Paulette A	McKinney, TX	
791.	Susan M	MCKINNEY, TX	
792.	Lawrence M	McKinney, TX	
793.	Kevin D	MCKINNEY, TX	
794.	Clint K	McKinney, TX	The cost to tax payers and the number of real-live people/businesses impacted should drive this decision. Please, please don't sell out when real lives are being adversely impacted!
795.	Terry S	McKinney, TX	
796.	Frank E	McKinney, TX	
797.	Katy K	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
798.	Charlotte B	McKinney , TX	Yes to segment B
799.	J A	mckinney, TX	
800.	Shea C	Mckinney, TX	
801.	Laura B	McKinney , TX	
802.	Kelly P	Richardson , TX	
803.	Tana N	McKinney, TX	
804.	Justin W	McKinney, TX	
805.	Jennifer Anne C	MCKINNEY, TX	Segment A is costly and extremely disruptive to already existing businesses and residential areas. Segment B does not impact near as many business and yet to be established homesites.
806.	Natalia E	McKinney, TX	
807.	Kathy S	Mckinney, TX	
808.	Mark F	McKinney, TX	No to Segment A
809.	James S	McKinney, TX	
810.	Mike B	McKinney, TX	
811.	Robin D	McKinney , TX	
812.	Samantha V	McKinney , TX	
813.	michael h	McKinney , TX	
814.	Stephen L	McKinney, TX	
815.	Virginia R	Mckinney, TX	
816.	Lee Ann M	Hurst, TX	
817.	David C	Mckinney, TX	
818.	STEVEN R	MCKINNEY, TX	100 MILLION MORE TO APPEASE A RICH DELVELOPER\`S HORSE HOBBY?
819.	Megan K	McKinney , TX	
820.	Jon B	McKinney, TX	Greater cost, great negative impact to business and the environment. Effectively severs NE McKinney from McKinney.
821.	Matthew R	McKinney, TX	No to Segment A!
822.	Jenna D	mckinney, TX	
823.	Ryan D	McKinney, TX	B is \$100-\$200 M cheaper , displaces 0 businesses and utilizes less of the existing 380 which is the entire purpose of a bypass
824.	Jonathan D	Mckinney , TX	
825.	Minnie L	McKinney, TX	
826.	Graham W	McKinney, TX	\$100M More expensive (!?); uproot and impact EXISTING businesses and homes v. PLANNED; ignores established noise pollution and its fallout; Stonebridge, Tucker Hill, <i>(continues on next page)</i>

	<b>Name</b>	<b>From</b>	<b>Comments</b>
826.	Graham W	McKinney, TX	<i>(continued from previous page)</i> Auburn Hills, and more affected negatively; school bus routes and daily traffic entry / exit points impacted..."A" seems like a suspicious choice.
827.	Peggy D	Mckinney, TX	The B route is less expensive and reduces the impact on existing homes and businesses. B can be built on undeveloped land which is a more rational solution.
828.	Veronica D	MCKINNEY, TX	No on Segment A It will destroy and ruin hundreds of businesses and communities. A fat NO.
829.	Kristen C	Mckinney, TX	
830.	Josh W	McKinney, TX	NO to Segment A- As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
831.	Adrienne V	Mckinney , TX	
832.	Tamira S	McKinney, TX	Strongly SUPPORT Segment B. OPOSE Segment A!
833.	Deborah K	McKinney, TX	
834.	Stephanie D	McKinney, TX	
835.	Divakar K	MCKINNEY, TX	
836.	Sheri M	McKinney , TX	
837.	ERNEST MICHAEL S	McKinney, TX	
838.	Catherine M	Mckinney, TX	
839.	Bogdan D	McKinney, TX	Plan B is simply the most logical choice. I oppose Segment A.
840.	Linda C	McKinney, TX	
841.	Hannah D	McKinney, TX	
842.	Amy G	McKinney, TX	
843.	June P	McKinney , TX	
844.	Trish J	McKinney, TX	
845.	William C	McKinney, TX	
846.	Lee M	McKinney , TX	Please reconsider and select route B. Taxpayers money will be wasted on route A.

	<b>Name</b>	<b>From</b>	<b>Comments</b>
847.	David H	Mckinney , TX	I am a senior citizen living in the area that would be drastically affected if Route A was selected, by Enviornmental issues and the inability to obtain immediate medical attention. I requested Route B be selected for the care of my family. Please do not block us in.
848.	Anonymous	frisco, TX	
849.	Dave S	McKinney , TX	
850.	Laurie S	McKinney , TX	No to Route A! It's alarmingly more expensive and encroaches on long existing McKinney neighborhoods.
851.	Kevin C	McKinney , TX	
852.	Monte S	McKinney, TX	Tucker Hill was designed to be a "Front Porch" community with neighbors sitting outside and enjoying conversation... TxDot has stated there will not be any sound barriers in front but have not commented on sound from East side of encroaching expressway. We will be hit on TWO sides!! Noise decibel levels will be much higher than recommended due to increased speeds & no stop lights!! Any wrecks will cause TH residents extreme hardships getting home to backed up traffic from Ridge or Stonebridge!! "B" Route is less costly, less noise, less destruction of homes/neighborhoods/sound/construction/environment/business!!!!
853.	Myra Rene M	McKinney, ad	
854.	Pamela M	McKinney, TX	
855.	Lynette M	McKinney, TX	
856.	Dana H	McKinney, TX	
857.	George R	McKinney, TX	Plan B should be chosen because it is less expensive than plan A and less disruptive to businesses and homes. We are also hearing the bypass will be moved 900 feet closer to Tucker Hill. Seems like two large developers are influencing TXDOT into making decisions favorable to their properties and detrimental to McKinney citizens.
858.	Sonia V	Lucas, TX	
859.	Jennifer G	McKinney, TX	
860.	Julie D	McKinney, TX	
861.	Grant C	McKinney, TX	
862.	Tamara P	McKinney , TX	
863.	Amanda S	McKinney, TX	
864.	Deb D	McKinney, TX	
865.	Grayson L	McKinney, TX	I absolutely oppose Segment A and prefer Segment B for displacement, tax & financial, and environmental reasons. Segment B is better for both the McKinney and Prosper communities in the long-term.
866.	Paul A	McKinney, TX	



	<b>Name</b>	<b>From</b>	<b>Comments</b>
867.	Clay Y	Mckinney, TX	Option A is irresponsible! Option B makes much more sense financially & environmentally!
868.	Camille C	McKinney, TX	I strongly oppose segment A. It is very irresponsible and will destroy our area of McKinney. The cost and damage to existing homes and businesses is just wrong.
869.	Sally Y	Aubrey, TX	No to segment A. Segment B makes more sense. My vote is for segment B makes more sense.
870.	Renee D	Mckinney, TX	No to option A. It's mind boggling that a cheaper option is available without major disruption to neighborhoods and families. People have invested their entire livelihoods to live in in this area. We not only pay taxes but we contribute daily to the businesses, restaurants etc that help support Mckinney's economy. We should have a say in this. I'm a registered nurse and I believe that MainGate is a wonderful place that helps many people. However....it can be relocated to an even better, bigger facility to help people. Option B is the better, cheaper option that would disrupt fewer homes, families and businesses. If MainGate was not located on that tract of land would option B already have happened?. Please rethink option A plan and go with option B for the sake of the citizens that give back daily to this wonderful community.
871.	Delores M	McKinney, TX	I'm am against Option A. I'm 81 years old and rather not have to move due to road construction affecting my home!!
872.	Mary O	McKinney, TX	US 380 Proposed Route- NO to Segment A, Yes to Segment B
873.	Chase M	McKinney, TX	The project in its entirety ought to be scrapped. However, A will limit access to the neighborhood grocery stores and restaurants that serve a community. Route B places the freeway in a manner that does not divide a community, including hindering access to cheap grocery options for apartment living families. Additionally, with the opening of a Whole Foods along route A, the residents of multi-family residents will be hindered in accessing fresh food.
874.	Christine M	McKinney, TX	
875.	Michael D	Mckinney, TX	
876.	Barry B	McKinney, TX	B is the only real bypass!!!
877.	Jaqueline W	McKinney , TX	NO to segment A!!!!
878.	Pat S	McKinney, TX	I live in Stonebridge Ranch, close to 380. I strongly oppose Option A, for reasons listed by many others. Please vote for Option B.
879.	Jill S	McKinney, TX	Segment B is cheaper and impacts fewer people. Please reconsider the decision.
880.	Ronald A	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
881.	Edward K	McKinney, TX	Please save taxpayers money, save businesses in our community, and implement option B.
882.	Norm H	McKinney, TX	This is stupid. Build an expressway north of here from Denton to past McKinney then drop down to I30. Another outer loop like 1642 in San Antonio.
883.	Judith S	McKinney, TX	I am retired. This put a highway in between me and my family and my doctors. I don't understand why they put a segment through existing neighborhoods when there is a section just north that goes through mostly undeveloped areas. Option A makes no sense and impacts more people that option B
884.	Justin W	Mckinney, TX	A is a terrible option for homes, developments and businesses located in its path. Access to homes/developments as well as noise and property values will suffer. It is irresponsible use of taxpayer monies to approve option A, which to my understanding will cost \$90-100 Million MORE than option B.
885.	L. T	McKinney , TX	I am against option A. Option A is irresponsible. I am for option B which doesn't waste tax payer dollars, disrupt neighborhoods and businesses. it is shameful important information is being overlooked because of MainGate and politics. Option B is clearly financially and environmentally the correct option. Please consider community input.
886.	Stratton W	McKinney, TX	
887.	Jessica W	McKinney, TX	
888.	Jane A	Mckinney, TX	
889.	Tracey A	McKinney, TX	
890.	Kim H	Mckinney, TX	Segment A would completely destroy Tucker Hill as we know it. Countless scores of families enjoy our ambience and unique neighborhood during all of the holiday seasons, whether it is pumpkin patches, Christmas Light displays or taking pictures in front of the fountain. Not to mention the beautiful irreplaceable old trees that grace our entry - they will be destroyed.
891.	Kenneth F	McKinney , TX	Absolutely route B. This shouldn't be a hard choice unless ulterior motives are involved.
892.	Danny S	McKinney, TX	Our family has serious concerns with the excessive noise and pollution that will severely impact us and our neighborhood during both the extensive construction phase of Segment A and the traffic that will be using the completed roadway. The construction of the 380 route will severely impact not just our home values but potentially our health as well. Routing to Segment B is not a perfect plan but will greatly minimize the disruption of people's homes and lives but also local businesses along the Segment A route. Please consider the hundreds of homes, businesses and families <i>(continues on next page)</i>

	<b>Name</b>	<b>From</b>	<b>Comments</b>
892.	Danny S	McKinney, TX	<i>(continued from previous page)</i> that will be impacted by the Segment A route and adjust to Segment B as that is a more cost effective plan and minimizes the potential life altering destruction of our Tucker Hill community and adjacent neighborhoods as well.
893.	Joan B	McKinney , TX	200 million more tax dollars for a worse solution is unacceptable.
894.	Rebecca B	McKinney, TX	
895.	Jason A	Mckinney, TX	
896.	Jim C	McKinney , TX	
897.	Gayle C	McKinney, TX	
898.	Micah K	McKinney, TX	
899.	Patricia H	McKinney , TX	
900.	Kimberley K	Mckinney, TX	
901.	Scott F	McKinney, TX	Plan B is much less expensive and much less disruptive to existing development, homeowners, and businesses.
902.	corey j	mckinney, TX	
903.	Greg S	McKinney, TX	No to A. B effects fewer CURRENT and future residences plus is \$200,000,000.00 less. by every matrix TXDOT used, B is less impactful then A.
904.	Cruz R	Mckinney, TX	yes Segment B
905.	Paul B	McKinney, TX	It's hard to fathom why Segment A is still on the table. Clearly this decision is not being made based on what makes the most sense financially, what is the safest, least disruptive during construction or to the environment and existing businesses.
906.	SCOTT K	MCKINNEY, TX	
907.	Susan W	Mckinney, TX	
908.	William S	McKinney, TX	My wife and I say NO to Segment A and YES to Segment B.
909.	Stephen W	McKinney, TX	
910.	Joseph R	Mckinney , TX	No to A yes to b if you feel the need to spend money with a third rate bandaid
911.	Glen G	McKinney, TX	
912.	Mary D	McKinney, TX	
913.	Jaime B	McKinney , TX	
914.	Walt & Jenny B	McKinney,, TX	
915.	Melissa P	McKinney , TX	Please save taxpayers money, save businesses and homes in our community, and implement option B.
916.	Myra R	Plano, TX	
917.	Kathy M	McKinney, TX	The current bypass destroys homeowners and is way too expensive

	<b>Name</b>	<b>From</b>	<b>Comments</b>
918.	Amy L	McKinney, TX	
919.	Marianne R	McKinney , TX	Segment A will deeply affect our neighborhood
920.	Edward S	McKinney , TX	Please, find a common sense solution.
921.	Terrie R	McKinney, TX	NO to Segment A
922.	KARRIE P	Frisco, TX	
923.	Debbie B	McKinney, TX	No to segment A ....YES to SEGMENT B!!
924.	Cynthia A	McKinney, TX	
925.	Jennifer M	Mckinney, TX	
926.	ARTHUR N	MCKINNEY, TX	Current design of Segment A reduces emergency vehicle access to Tucker Hill and increases noise level. For comparison check the noise level of Central Expressway and Southwestern Blvd in Dallas.
927.	Lisa B	McKinney, TX	
928.	Carol O	McKinney , TX	
929.	Hannah Z	Mckinney, TX	
930.	Kyle H	Mckinney, TX	
931.	Brian M	McKinney, TX	NO to Segment A.
932.	Terry B	McKinney, TX	
933.	Pat B	Mckinney, TX	
934.	phyllis k	dallas, TX	
935.	Pamela K	Mcknney, TX	
936.	Stephen R	McKinney , TX	I believe the segment A will adversely affect several neighborhoods including my own. This will result in more noise and air pollution for more residents. This will adversely affect home values for many more owners compared to the option to drop in just West of Custer where there are fewer homes and business.
937.	Abbey L	McKinney, TX	
938.	Laresa W	McKinney, TX	
939.	Chad W	Mckinney , TX	
940.	Marilyn S	McKinney, TX	
941.	John W	McKinney , TX	No to Segment A!
942.	Tommy L	McKinney, TX	No to A
943.	Lee Ann M	McKinney, TX	
944.	Vicki P	McKinney, TX	No to Segment A
945.	Kristen T	McKinney, TX	
946.	Shawna M	Mckinney , TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
947.	Tiffani L	McKinney , TX	It isn't logical to pick the more expensive route while displacing so many businesses that are valuable tax revenue that would help pay for the bypass. Why would you choose the route that costs more and causes the most disruption to businesses and residences.
948.	Patrick L	McKinney, TX	
949.	Matt N	Mckinney, TX	Go through Prosper
950.	Michael G	McKinney , TX	
951.	Scott C	McKinney , TX	Do not go with A! It looks like a 90 degree turn and looks dangerous.
952.	Tracy G	Mckinney, TX	
953.	Joseph C	Mc Kinney, TX	
954.	Robert J	McKinney , TX	
955.	Nancy B	Frisco, TX	
956.	Willene P	Mckinney, TX	
957.	Pam P	McKinney , TX	
958.	Ashley S	Mckinney, TX	
959.	Param S	Mckinney, TX	
960.	Paul J	McKinney, TX	
961.	Nancy P	Frisco, TX	We just moved from McKinney, we have many friends there and go there a lot. How could you build this road and not build a wall question mark
962.	Terence M	McKinney, TX	No to A
963.	Sam R	McKinney, TX	
964.	Reba C	McKINNEY, TX	NO TO SEGMENT A - YES TO SEGMENT B
965.	David S	Mckinney, TX	
966.	Monica C	McKinney, TX	NO to Segment A
967.	Mark P	Frisco, TX	
968.	Emily W	McKinney, TX	No to segment A; yes to segment B. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
969.	Paul C	McKinney, TX	Resident of the Tucker Hill community which stands to be impacted negatively by option A.
970.	Lisa B	Mckinney, TX	
971.	Michael B	Mckinney, TX	
972.	Auri B	Mckinney , TX	
973.	Susan M	McKinney, TX	
974.	Emily O	McKinney, TX	
975.	Jenilee L	McKinney, TX	
976.	Aaron P	McKinney, TX	

	<b>Name</b>	<b>From</b>	<b>Comments</b>
977.	Jennifer C	McKinney, TX	I oppose segment A.
978.	Lori H	McKinney, TX	NO TO SEGMENT A - YES TO SEGMENT B
979.	Alex N	Mckinney, TX	
980.	Linda C	Mckinney, TX	
981.	Lawrence K	McKinney, TX	No to segment A:Yes to segment to B
982.	Fabian L	McKinney, TX	
983.	Heather T	McKinney, TX	No to segment A; yes to segment B. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Route B looks like a safer road system with less turns, accidents and traffic delays. Additionally B will have less of negative impact on the environment and climate change as the traffic will flow more efficiently.
984.	J T	McKinney, TX	Strongly oppose Segment A!! This option is more costly & makes absolutely NO sense.
985.	Allen C	McKinney , TX	
986.	Emily S	Mckinney, TX	
987.	Martin T	McKinney, TX	
988.	Todd G	McKinney , TX	
989.	Cindy H	Dallas, TX	NO to segment A.... YES to segment B.
990.	Margie M	McKinney , TX	No to option A. Option B is more cost effective and better for the community
991.	Tama M	McKinney , TX	
992.	Alison M	McKinney, TX	
993.	Marcia P	McKinney, TX	
994.	Shelly B	Mckinney, TX	
995.	Adrienne K	McKinney, TX	What is the path of least resistance and would cause the least amount of collateral damage...oppose segment A
996.	Cynthia G	Mckinney, TX	Concerned with pollution and noise level with turning north. I will be surrounded on two sides with large highway. I understand the need for 380 and being depressed helps with noise but a sound wall is needed for the new road/highway going North. I just can't grasp the impact on our families with this impact.
997.	Andrea E	McKinney , TX	
998.	Tyler C	McKinney, TX	
999.	Shannon D	Mckinney, TX	No to segment A. This option is more costly and short sighted than segment B
1,000.	royce d	mckinney, TX	yes to segment B
1,001.	Patti C	Mckinney, TX	
1,002.	Randy W	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,003. Sharon B	McKinney, TX	
1,004. Sydney S	Mckinney, TX	No to segment A
1,005. Traci H	McKinney , TX	
1,006. Christy B	McKinney , TX	
1,007. Barry F	McKinney, TX	No to segment A Yes to segment. B.
1,008. Diana W	Mckinney, TX	
1,009. Robin F	McKinney, TX	
1,010. Anne A	McKinney , TX	No to Segment A
1,011. Lauren K	McKinney, TX	No to Segment A, YES to segment B.
1,012. Angela A	McKinney, TX	
1,013. Maria F	MCKINNEY, TX	
1,014. Amie M	McKinney Texas , TX	No to segment A
1,015. Karen C	McKinney, TX	
1,016. Bruce P	McKinney , TX	No to segment A
1,017. Gail P	McKinney , TX	No to segment A
1,018. Kaitlin M	McKinney , TX	
1,019. Marguerite L	Mckinney, TX	
1,020. Kaitlin H	McKinney, TX	No to Option A. Option A is much more disruptive to existing infrastructure. Please consider option B.
1,021. Renita B	McKinney, TX	
1,022. Jesse F	McKinney, TX	
1,023. Kirk W	McKinney, TX	NO to Segment A. YEs To Segment B.
1,024. Cedric C	McKinney, TX	No to Segment A. Insufficient noise reduction around Tucker Hill. Additioanlly, considering the substantial commercial growth west of Custer Rd, it seems the western portion of the bypass is too far east, making it obselete before it even gets constructed.
1,025. Catherine A	Celina, TX	
1,026. Suzanne G	McKinney, TX	Unable to understand reason Segment A since it will cost \$100 Million more than B.
1,027. Mary F	McKinney , TX	
1,028. Jim L	Mckinney, TX	
1,029. Sherry S	McKinney, TX	I totally understand the need for something to be done with the traffic on 380; however, no one can understand how anyone could feel that segment A would be the better choice. Homes on Grassmere where 380 Rt A will run on the East side of Tucker Hill will be only 1,628 feet from this the highway. This section is a raised 8-lane with frontage roads. Homes facing east will not only have traffic noise from the below grade roadway but now will have new noise in the <i>(continues on next page)</i>

Name	From	Comments
1,029. Sherry S	McKinney, TX	<i>(continued from previous page)</i> back and side of their homes. My understanding is that TxDOT did not even test or report on noise abatement for this and have stated to us only homes that are within 500 feet of the roadway are eligible. The damage being done to our Tucker Hill and Stonebridge communities is disgraceful . I too strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,030. Diana R	McKinney, TX	My neighborhood that I moved to to keep away from high traffic will only get noisier. Unless they plan to redo all our windows to noiseless windows.
1,031. Melody B	McKinney, TX	
1,032. Sara H	McKinney, TX	
1,033. Doug R	McKinney, TX	
1,034. Kristy S	McKinney, TX	
1,035. Carole H	McKinney, TX	No to Segment A!
1,036. Nancy S	McKinney, TX	No to segment A
1,037. Becky M	McKinney, TX	
1,038. Craig B	McKinney , TX	I do not approve of option A. There is much more open land to use with Option B, would be less disruptive and cost less.
1,039. Pamela N	McKinney , TX	NO to Segment A As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,040. Vicki F	McKinney, TX	Our Neighborhoods will be filled with Noise & Congestion due to Plan A ...Plan B is the lesser of 2 evils!!!! We happened to like the country environment when we bought our home!! All that is lost with a Major freeway running thru our neighborhood!!!! Plus the animals needlessly killed from All the Major Construction!!!!!!!!!!
1,041. Ann M	McKinney , TX	
1,042. Prudence H	Plano, TX	
1,043. Dana G	McKinney, TX	
1,044. Tana W	McKinney , TX	
1,045. Michelle C	McKinney , TX	
1,046. William Y	Aubrey, TX	Vote proposal B



<b>Name</b>	<b>From</b>	<b>Comments</b>
1,047. Maria V	McKinney , TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.
1,048. Paola B	Mckinwy, TX	
1,049. Karri A	Fort Worth, TX	
1,050. Jose M	McKinney, TX	Option of segment B please
1,051. Kasey O	Mckinney, TX	
1,052. Christine H	McKinney , TX	
1,053. Melanie S	McKinney, TX	I oppose Option A. I have lived in McKinney since 2002 and lived through 121 being built. 380 is in my backyard and I don't want to be able to hear it all the time. I can already hear it sometimes. Plus it's more expensive.
1,054. Robert W	Mckinney, TX	
1,055. Susan N	McKinney , TX	
1,056. Jacqueline M	McKinney , TX	No to Option A Yes to Option B
1,057. Todd C	McKinney, TX	
1,058. Judy S	Mckinney , TX	No to segment A. Yes to B.
1,059. Lucy C	McKinney , TX	
1,060. Carolyn H	McKinney, TX	
1,061. Pat P	McKinney, TX	
1,062. Chris C	McKinney, TX	It is the responsibility of our government to use tax payer funds in a responsible manner - Cost of Segment A burns up an excess of \$99 million or more than Segment B. Building segment A is fraud, waste and abuse of tax dollars.
1,063. Jennifer C	McKinney , TX	
1,064. Julie W	Mckinney, TX	
1,065. Craig D	Mc Kinney, TX	
1,066. Barbara R	Mckinney, TX	
1,067. Brad T	Mckinney, TX	
1,068. Eric H	McKinney, TX	
1,069. Heather R	Mckinney, TX	
1,070. Stephanie M	Mckinney, TX	No to A
1,071. Jerome L	Mckinney, TX	
1,072. Mike W	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,073. steve r	mckinney, TX	in what reality does a rich developer\'s horse hobby farm justify a \$100 million plus tax payer cost addition, along with environmental and noise pollution?neither common sense nor logical.
1,074. Judith B	McKinney, TX	As a homeowner and a citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I live in the Wren Creek neighborhood of Stonebridge Ranch which partly borders on US 380. The increased noise and pollution from the proposed Segment A will not only adversely affect our quality of life but will also surely adversely affect the value of our property.
1,075. Gerald B	McKinney, TX	No to Plan A
1,076. Terry B	MCKINNEY, TX	No to segment a yes to segment b 380 proposed route
1,077. Christina D	McKinney , TX	No to A yes to B
1,078. Kenney H	McKinney, TX	
1,079. Kyle S	McKinney, TX	Segment B is a better choice than A due to lower cost, less disruption to existing businesses, and avoidance of two right angle turns, which are problematic for any throughway project.
1,080. Deborah C	McKinney, TX	
1,081. Mark M	MCKINNEY, TX	
1,082. Sherry B	McKinney, TX	
1,083. Jay F	Mckinney, TX	
1,084. MARY LYNN C	McKinney, TX	
1,085. Paul W	McKinney, TX	
1,086. Carol C	Mckinney, TX	Please choose option A.
1,087. Cindy A	McKinney , TX	Noooooooooooooooooo to A! Yes to B!
1,088. James A	Mckinney , TX	
1,089. Phillip F	McKinney , TX	Want TxDot to use State Funds in the most efficient and effective manner. Save the \$200 milllion and reconsider the option B over Option A.
1,090. Ashley C	McKinney, TX	
1,091. Traci M	McKinney, TX	
1,092. Eric F	McKinney , TX	
1,093. Theresa M	Mckinney, TX	
1,094. Anita C	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,095. Charles H	McKinney, TX	
1,096. Maria S	McKinney, TX	
1,097. Merrick M	McKinney, TX	I strongly disagree with the proposed placement of the 380 bypass. It will bring increased noise to out neighborhood and cause terrible congestion at our only neighborhood entrance.
1,098. Lorraine B	McKinney , TX	
1,099. Haley R	McKinney, TX	
1,100. Eric D	McKinney, TX	
1,101. Korey D	McKinney, TX	
1,102. Ken C	McKinney , TX	Due to higher cost, more displacement, noise levels
1,103. Edward S	McKinney , TX	<p>It would appear that those with the loudest voices take precedence over common sense.</p> <p>Adding a route parallel to 380 as far as I 35 north of Denton will provide significant traffic relief for decades.</p> <p>Now 380 is used for local traffic and is the primary route East and West to the tollway and Denton.</p> <p>The cost of fuel will move the big trucks to the freeway to avoid the stoplights. That alone would open up 380 because those trucks block traffic by running side by side holding up two or three lanes.</p> <p>Residents of Prosper and West would most likely choose to add a few miles to their drive as it would be a faster drive to 75 on a new freeway with savings in fuel and emissions.</p> <p>380 has a lot of businesses bringing revenue to the city. Disrupting those businesses will be a tax burden to the residents. A new road will provide opportunities for new businesses to surface and help with future tax needs.</p> <p>Put yourself in the position of driving from 75 to the toll way. Given the choice of option A or driving a new freeway, which would you honestly choose? This is what we are all facing.</p> <p>Main gate can and should be moved. This single obstacle is impeding the lives of 10\'s of thousand people for years to come.</p> <p>I could probably write chapters on why route A is a poor choice but my single voice in a crowd of yelling people will go unnoticed.</p> <p>I appreciate the opportunity to share a few of my opinions.</p> <p>Warm Regards, Edward Sommer</p>
1,104. Paul S	McKinney, TX	
1,105. Joanne T	McKinney , TX	No to segment A! Yes to B.
1,106. Laurie N	McKinneyMcKinney, TX	
1,107. Rebecca J	McKinney, TX	Segment B is not only less expensive but also less disruptive to communities that have been here for decades. Use the option that is available and saves tax payer dollars

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,108. Chelsey C	McKinney , TX	
1,109. Tim J	McKinney, TX	
1,110. Jason T	McKinney, TX	
1,111. Joseph M	Mckinney , TX	No to segment A, yes to Segment B
1,112. Cynthia D	McKinney, TX	This would be a huge impact to the community - not good. Don't turn this area into a freeway community...look at Los Angeles....NIGHTMARE.
1,113. Jonathan T	McKinney, TX	
1,114. Dianne W	McKinney, TX	
1,115. Susan A	McKinney, TX	This construction puts undue traffic, crime & pollution stress on the area where we wlive. There is an easy alternative that affects fewer people.
1,116. THOMAS V	Mckinney, TX	
1,117. Clarenda J	McKinney , TX	
1,118. Stephanie O	McKinney, TX	
1,119. Rodney C	McKinney, TX	
1,120. Jillian H	McKinney, TX	No to A. Strongly support B!
1,121. William F	McKinney, TX	
1,122. David K	MC KINNEY, TX	It is very clear that the Segment A route would be much more destructive to current businesses and more disruptive to homeowners - and to traffic flow. Has TXDOT done any traffic flow modeling to determine which route would work better - realizing the amount of traffic \"back up\" at the stop lights on A vs B segments??
1,123. Leonore S	McKinney, TX	
1,124. Richard J	McKinney, TX	
1,125. Jim P	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,126. Edmund MCCURTAIN M	McKinney , TX	
1,127. Suzette L	McKinney, TX	
1,128. Kay S	McKinney, TX	
1,129. victor d	Mckinney, TX	YES to Segment B only

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,130. Debra J	McKinney , TX	No more high traffic flow in our communities
1,131. Maek J	Mckinney , TX	No to segment A, Yes to segment B
1,132. SHIRAZ P	MCKINNEY, TX	
1,133. Gerald P	McKinney, TX	
1,134. Kimberly B	Mckinney , TX	
1,135. Edward J	McKinney, TX	No on Segment A yes to Segment B. Changing now is just wrong and too costly to McKinney tax payers.
1,136. Roberto M	McKinney, TX	
1,137. Nancy L	McKinney , TX	
1,138. Randy W	McKinney, TX	
1,139. Sean K	McKinney , TX	
1,140. Carl H	McKinney, TX	No to segment A, yes to Segment B
1,141. Eileen S	McKinney, TX	
1,142. Bernard N	McKinney, TX	No to segment A!!!!!!
1,143. Kathy M	McKinney , TX	No to Segment A, yes to Segment B
1,144. Raquel R	McKinney, TX	
1,145. Lynne W	McKinney, TX	No to A! Yes to B!
1,146. Joe E	McKinney, TX	
1,147. Dollie W	Mckinney, TX	
1,148. Thomas H	McKinney, TX	No to segment A. It is hard to understand why segment A would be picked over segment B given the added destruction and cost. By looking at a map of the two options it is obvious all traffic wanting to access segment E will be driving much further by using segment A instead of segment B wasting gasoline, diesel fuel, electricity and time for decades to come.
1,149. Elaine C	McKinney, TX	My tax dollars can be better spent than on segment A. Segment B is the better choice since it is more cost effective and destroys fewer businesses and established homes.
1,150. Kent H	McKinney, TX	Yes to Segment "B", No to "A"
1,151. David & Sara L	McKinney, TX	Option A is the wrong decision
1,152. Amy S	Mckinney , TX	
1,153. Marie Christine D	Mckinney, TX	
1,154. Don W	Mckinney, TX	
1,155. Jennifer S	McKinney , TX	No to segment A. Yes to segment B.
1,156. Adam C	McKinney, TX	
1,157. Andrew D	McKinney, TX	No to A
1,158. Julie S	McKinney, TX	
1,159. Diane E	Mckinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,160. Bob D	McKinney, TX	
1,161. Cindy M	McKinney, TX	
1,162. Michael L	McKinney, TX	Please use B, E, C!
1,163. Roy S	Mckinney, TX	
1,164. Douglas D	McKinney , TX	
1,165. Bruce S	McKinney , TX	
1,166. William S	McKinney, TX	No to A, Yes to B
1,167. Larry G	Mckinney, TX	
1,168. Reed F	McKinney, TX	I oppose segment A. I support segment B
1,169. Steve C	Mckinney, TX	
1,170. Louise B	Mckinney, TX	No to Segment A, Yes to segment B.
1,171. Preston L	McKinney, TX	
1,172. Robert D	Mckinney, TX	
1,173. Herbert H	McKinney , TX	Oppose the plan A and favor plan B.
1,174. Patricia a R	McKinney, TX	
1,175. Cindy K	McKinney, TX	Segment B is by far the most intelligent way to go. Segment A cost much more money to construct and will impact many more citizens.
1,176. Deborah F	Mckinney, TX	
1,177. Steve D	McKinney , TX	Oppose segment A.
1,178. John P	Mckinney, TX	
1,179. Diane D	McKinney, TX	Segment B is the best
1,180. Catherine M	McKinney, TX	
1,181. Linda S	Mckinney , TX	
1,182. Tina S	McKinney, TX	
1,183. Sally H	McKinney, TX	
1,184. Marianne L	McKinney, TX	
1,185. Elizabeth O	Mckinney, TX	
1,186. Helen W	McKinney , TX	I vote in favor of Option B.
1,187. Marcie S	MCKINNEY, TX	Segment B
1,188. John S	Mckinney, TX	
1,189. Kathy K	McKinney, TX	
1,190. John J	Plano, TX	in favor of Segment B
1,191. Teresa G	McKinney, TX	
1,192. Maey D	Mckinney, TX	No to A - Yes to B

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,193. Holly M	Mckinney, TX	As a Realtor for 33 years and a lifelong resident of McKinney I am extremely familiar with the traffic on Hwy 380. The loop is highly necessary but the Coit road route is clearly the best route.
1,194. Chris C	McKinney, TX	
1,195. Robert B	McKinney, TX	
1,196. Elizabeth A	McKinney, TX	I strongly oppose the construction of Segment A for the US 380 Bypass from Coit Rd To FM 1827. The option of Segment B appears to be far less disruptive, less expensive and will destroy fewer businesses and homes. Segment B option has my support.
1,197. Ann C	Mckinney, TX	
1,198. Rick C	Mckinney , TX	
1,199. Larry R	McKinney, TX	Opposed to segment A and fully support segment B.
1,200. Jay L	McKinney, TX	
1,201. Wendy P	MCKINNEY, TX	II am against segment A for the US 380 Proposed Route and for Segment B.
1,202. Thomas G	McKinney, TX	
1,203. A R	Mckinney, TX	No to A
1,204. John M	McKinney, TX	
1,205. Joel H	McKinney, TX	
1,206. Elizabeth H	Mckinney, TX	
1,207. Ron H	Mckinney, TX	
1,208. CONRAD K	MCKINNEY, TX	Apparently this Segment A choice is purely POLITICAL for some groups in Prosper. Totally illogical that taxpayers should pay a million more for the Segment A option that would displace so many homes and businesses compared to Segment B. It is time to be responsible to your taxpayers.
1,209. Patrick S	McKinney, TX	Stonebridge Ranch is a quiet residential area and the noise, congestion, and \$200,000,000 additional cost for segment A is ridiculous. If Mane gat is an issue find them suitable land to allow them to continue their fine work. Horses do not mind which field to graze. A few million dollars to relocate Mane Gate verses the \$200 million expense of segment A, the noise, and congestion for tens of thousands of Stonebridge Ranch residents a waste of tax payer money. Be financially responsible with our tax dollars and use Segment B.
1,210. Peter F	McKinney, TX	
1,211. Michelle Y	Mckinney, TX	
1,212. Thomas H	Mckinney, TX	The choice should be Segment B through Prosper, not Segment A through Mckinney. It will cost less and not damage as much existing properties in Mckinney.
1,213. Kristen M	McKinney , TX	Yes to segment B

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,214. Martha W	McKinney, TX	
1,215. Roberta S	McKinney , TX	
1,216. Angel V	mckinney, TX	I amhere supporting the NO to Segment A and YES for Segment B
1,217. Mascha M	McKinney, TX	Keep McKinney “Unique by Nature”. We are tired of taking up the tax burden for other cities to reap the rewards and for us to lose what attracted long-term residents to begin with. Families that have been here for generations are leaving. “Progress” isn’t always good; this highway needs to be as far away from McKinney as possible. We don’t want the traffic noise, and we don’t want any more air pollution!
1,218. David K	McKinney, TX	
1,219. Carrie G	Bennett, CO	
1,220. Chuck K	McKinney, TX	I am here supporting the NO to Segment A and YES for Segment B
1,221. Anthony B	McKinney, TX	
1,222. Joshua C	Mckinney, TX	Our family will be forced to move out of a neighborhood that we love if this passes.
1,223. Rendi E	McKinney, TX	
1,224. Jerry P	McKinney, TX	No to Segment A - Yes to Segment B!!!
1,225. Andrea S	McKinney, TX	
1,226. Scott K	McKinney , TX	
1,227. MARKnO TO sEGMENT a yES T C	MCKINNEY, TX	NO TO SEGMENT A yes TO b
1,228. Gina P	Mckinney, TX	
1,229. Susan K	McKinney, TX	
1,230. Richard I	McKinney, TX	
1,231. Jalal D	McKinney, TX	
1,232. Curtis S	McKinney, TX	
1,233. Mary R	Mckinney , TX	No to segment A
1,234. Brittany A	Celina, TX	
1,235. CARLA S	MCKINNEY, TX	
1,236. Sonya V	McKinney, TX	
1,237. Shannon H	McKinney, TX	
1,238. JAMES M	Mckinney, TX	
1,239. Aleksejs B	McKinney , TX	No to Segment A - Yes to Segment B.
1,240. Steve S	McKinney, TX	
1,241. Douglas A	MCKINNEY, TX	
1,242. Judy C	McKinney, TX	Definitely I prefer option B



<b>Name</b>	<b>From</b>	<b>Comments</b>
1,243. Joel P	Mckinney, TX	Yes to segment B.
1,244. Joyce H	McKinney, TX	As a homeowner and citizen of McKinney, TX, I support Project 380 Segment B and strongly oppose Project 380 Segment A of the "Blue Alternative". In addition, I vehemently oppose the Segment A \"shift\", which would bring the 12-lane freeway and its elevated ramps and overpasses even closer to Stonebridge's Kensington Village residents, while sending eastbound Highway 380 drivers speeding toward Freedom Drive and shining headlights into our windows. As for the 2050 projected noise level assessed at 1:00 pm, it is preposterous and absolutely insulting to state that homeowners would be non-impacted by the noise of an elevated freeway so close to their homes (and the Segment A \"shift\" noise level would be even higher). The noise and pollution would make living in our homes unbearable. In addition, Segment B is the vastly less expensive option, while disrupting fewer homes and businesses.
1,245. Eric G	McKinney, TX	NO TO SEGMENT A, YES TO SEGMENT B
1,246. Tracey P	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,247. David N	McKinney, TX	
1,248. Debora K	Mckinney, TX	NO TO SEGMENT A, YES TO SEGMENT B
1,249. Francisco C	McKinney, TX	
1,250. Christopher R	McKinney , TX	
1,251. Russell M	McKinney, TX	
1,252. Joshua B	Mckinney, TX	
1,253. Tamara M	McKinney , TX	
1,254. zeke o	savannah , TX	
1,255. Eric O	Savannah, TX	
1,256. Diana G	McKinney , TX	
1,257. Jason D	McKinney, TX	
1,258. Lona E	Mckinney, TX	
1,259. Gregory F	Mckinney, TX	
1,260. Tara K	McKinney , TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,261. Michelle U	Mckinney, TX	
1,262. Amy D	Mckinney, TX	
1,263. Keerthi M	McKinney, TX	
1,264. Tanvi P	McKinney , TX	
1,265. Katherine R	Mckinney, TX	
1,266. Chris R	McKinney , TX	
1,267. Sarah R	McKinney , TX	
1,268. Mark K	McKinney, TX	
1,269. Marylin K	McKinney , TX	A would ruin her new retirement home.
1,270. Robert & Kathy B	Mckinney, TX	Why would we choose to pay millions more to accomplish the same expansion?
1,271. Robert K	Leavenworth, KS	
1,272. Cynthia C	McKinney, TX	No to Segment A and YES to segment B
1,273. Kim C	McKinney, TX	Segment A will cause irreparable harm to the residential segments known as Stonebridge Ranch as well as lowering safety and value to family structure within that area.
1,274. Isabella V	Mckinney, TX	
1,275. Ed D	McKinney, TX	
1,276. Margaret D	McKinney, TX	I strongly oppose Segment A and support Segment B
1,277. Merritt W	McKinney , TX	This is not the best option!!
1,278. Nga V	McKinney, TX	
1,279. Mike K	McKinney , TX	
1,280. Kim L	McKinney, TX	
1,281. Ieva S	McKinney , TX	
1,282. Doreen H	McKinney, TX	
1,283. Julie B	McKinney, TX	No to segment A and yes to Segment B
1,284. Caitlin C	Mckinney, TX	
1,285. Melissa W	Dallas, TX	I drive out there often!! I visit my daughter who lives out there. The traffic will be unbearable & the noise once completed will make living near 380 also unbearable!
1,286. Thomas E. M	McKinney, TX	
1,287. Carol H. M	McKinney, TX	
1,288. Patrick R	Mckinney, TX	
1,289. Wendy P	McKinney, TX	No to segment A and yes to Segment B
1,290. Eliud G	McKinney , TX	
1,291. Linda G	McKinney, TX	
1,292. bobby I	McKinney, TX	
1,293. EDWARD F	MCKINNEY, TX	What is driving TxDOT to choose Segment A when Segment B is clearly the better choice from a cost/benefit standpoint.

Name	From	Comments
1,294. Katherine B	McKinney, TX	
1,295. Aliaksei K	McKinney, TX	
1,296. Robert J	McKinney, TX	<p>As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.</p>
1,297. Shane J	McKinney , TX	<p>No to Segment A. As a community, I understand managing growth can be difficult but allowing developers to persuade government agencies for their own gain at the expense of the taxpayer is down right criminal. We all can make the argument about property value, noise, pollution, disruption to current life but how can we justify forcing more small businesses to move and the tax payer to foot the \$100M bill for the benefit of someone's personal farm. Manegait does great things for the special needs community, no argument there, but let's focus on the greater community. It's obvious what the correct choice is because of the major response by these powerful people. The further west the thoroughfare starts, the more relief 380 will get which in turn will allow more future growth and access to DNT and 75 for Prosper, Celina, Weston, Melissa, and Anna. This isn't hard, don't make it.</p>
1,298. Greg M	McKinney , TX	
1,299. Brian F	McKinney , TX	No to the 380 bypass!
1,300. Richard T	McKinney, TX	
1,301. Ted K	McKinney, TX	
1,302. Joy B	McKinney, TX	
1,303. Phyllis C	McKinney , TX	
1,304. Monica W	McKinney , TX	Oppose segment A!
1,305. Brian & Sarah W	McKinney , TX	NO TO SEGMENT A, YES TO SEGMENT B
1,306. Rodger K	McKinney, TX	
1,307. Robin K	Mckinney, TX	
1,308. Brad T	McKinney, TX	
1,309. patricia d	Mckinney, TX	
1,310. Steve F	McKinney , TX	
1,311. Tom P	McKinney, TX	<p>I strongly urge TXDOT the following, No to Segment A. Yes to Segment B. It saves money and my taxpayer funds.</p>

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,312. Daniel K	McKinney, TX	No to Segment A. Why would the TxDOT even consider the Segment A which cost more, Increases the tax burden on McKinney residents, destroy more businesses and homes, and result in more overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney?
1,313. JENNIFER M	McKinney, TX	
1,314. Karen B	McKinney, TX	
1,315. Lisa E	McKinney, TX	
1,316. Karen M	McKinney, TX	
1,317. Corey G	McKinney, TX	
1,318. Elyse G	McKinney, TX	
1,319. Mary R	McKinney, TX	
1,320. Rhodri R	Mckinney, TX	This is a horrible idea.
1,321. Troy P	McKinney, TX	
1,322. Warren G	McKinney, TX	
1,323. Amy P	McKinney, TX	
1,324. Tony L	MCKINNEY, TX	
1,325. S D H	McKinney, TX	NO to segment A!
1,326. James P	Mckinney, TX	
1,327. John C	McKinney, TX	
1,328. Elda S	McKinney, TX	I cannot fathom paying 100m more (minimum) of tax payer money, when there are other, more feasible options. Option B will be devastating to our neighborhood, as we have the misfortune of being positioned the closest to 380. Please reconsider.
1,329. Deborah M	McKinney, TX	
1,330. Randy N	Mckinney, TX	Money to taxpayers is my concern. Route should go where the cost is less.
1,331. Chris A	Mckinney, TX	
1,332. Paul C	McKinney, TX	This route makes zero sense. The route that needs to be considered is one that starts at the DNT or even further west. Pursuing any of the currently proposed EIS routes is akin to kicking the can down the road and failing to acknowledge the growth west of Custer that is happening. With the new PGA, Fields, and Universal projects the traffic will just increase and TXDOT will have to revisit this again in 5 years to address this. Do it right the first time and save the taxpayers, home owners, and businesses the hassle.
1,333. Karen K	McKinney, TX	
1,334. Robert B	McKinney, TX	
1,335. Janet M	McKinney, TX	I strongly oppose Segment A

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,336. kyle h	mckinney, TX	supprt segment b
1,337. Barbara W	MCKINNEY, TX	No to Segment A.
1,338. Deborah P	MCKINNEY, TX	NO to Segment A. YES to Segment B.
1,339. Renee L	McKinney, TX	
1,340. Douglas F	McKinney, TX	
1,341. Karen B	McKinney, TX	
1,342. James K	McKinney, TX	
1,343. Laura W	MCKINNEY, TX	Yes to Segment B
1,344. Kim S	McKinney, TX	
1,345. James D	Mckinney, TX	Proportion B
1,346. Cynthia Y	McKinney, TX	
1,347. Robert W	Mckinney, TX	
1,348. Ed M	mcKinney, TX	
1,349. Christopher G	McKinney, TX	
1,350. Ronald F	McKinney, TX	Please do the correct thing
1,351. KAREN G	Mckinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,352. Terri M	McKinney, TX	
1,353. Amy L	mckinney, TX	
1,354. Mary R	McKinney , TX	
1,355. Brent M	McKinney , TX	
1,356. David P	McKinney, TX	I strongly oppose Segment A
1,357. Mark F	McKinney, TX	Segment B provides a more direct east-west route for the bypass, and also avoids a larger number of developed residential neighborhoods.
1,358. Chris R	McKinney, TX	Segment B provides a more direct east-west route for the bypass, and is cheaper. Do The Right Thing.
1,359. Daryle G	McKinney, TX	
1,360. Claudette T	McKinney, TX	
1,361. Barbara H	McKinney, TX	
1,362. David J	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,363. jo C	McKinney, TX	
1,364. Billy B	McKinney, TX	
1,365. Lindsey	Mckinney, TX	
1,366. Richard K	MCKINNEY, TX	
1,367. Norma K	McKinney, TX	No to Segment A , Yes to Segment B
1,368. Merle S	MCKINNEY, TX	I am vehemently opposed to the Segment A route as it makes no sense at all. It is more costly and destroys homes and businesses unnecessarily. The disruption is excessive. Segment B makes so much more sense in every way. It doesn't take a rocket scientist to figure this out, and the politicians will feel the impact if moving forward. Do what is right for TExas and McKinney!!
1,369. Charles P	McKinney , TX	YES to Segment B, NO to Segment A
1,370. Jeff K	MCKinney, TX	
1,371. Pauline P	MCKINNEY, TX	
1,372. Bonnie L	McKinney, TX	
1,373. John R	mckinney, TX	
1,374. Angela F	McKinney , TX	
1,375. Keith P	Mckinney, TX	Yes to segment B this has been discussed for 15 years, move it north to limit the quality of life impact on established neighborhoods.
1,376. Sherri W	Mckinney , TX	Option B more direct, less disruptive to current residents/businesses.
1,377. Patricia D	McKinney, TX	
1,378. JULIAN ABEL C	Mckinney, TX	
1,379. Scott B	McKinney, TX	
1,380. Cheryl D	McKinney, TX	
1,381. Dinah R	McKinney, TX	NO to Segment A, YES to Segment B
1,382. Robert B	McKinney , TX	NO to segment A
1,383. Jim N	McKinney, TX	NO to Segment A, YES to Segment B
1,384. Joanna S	McKinney, TX	
1,385. Jeff S	Mckinney, TX	
1,386. Kim C	McKinney, TX	
1,387. Greg T	McKinney, TX	
1,388. Joan T	McKinney, TX	
1,389. Sandra H	Mckinney, TX	I vote Segment B
1,390. Michele B	McKinney , TX	
1,391. Lucinda P	Mckinney, TX	No to segment A. Yes to B
1,392. Dee P	McKinney, TX	Oppose segment A, strongly support segment B

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,393. Charlotte L	McKinney, TX	
1,394. Susan c	McKinney, TX	NO to Segment A
1,395. Sandra B	McKinney, TX	
1,396. Shannon S	McKinney, TX	I strongly oppose option A and vote for option B!!
1,397. Carlos H	McKinney, TX	
1,398. Madeline B	McKinney, TX	
1,399. Gerald G	McKinney, TX	
1,400. Tracy C	McKinney, TX	
1,401. William M	McKinney, TX	
1,402. bill b	McKinney, TX	
1,403. Allison F	McKinney, TX	
1,404. Kay G	McKinney, TX, 75072, TX	
1,405. Chad P	McKinney, TX	I oppose option A and vote for option B.
1,406. Kelly T	McKinney, TX	
1,407. Kim R	McKinney, TX	
1,408. Bonnie B	McKinney, TX	
1,409. John W	McKinney, TX	
1,410. Brandi M	McKinney, TX	
1,411. Hermon P	McKinney, TX	
1,412. Melissa R	McKinney, TX	
1,413. ALAN A	McKinney, TX	
1,414. Edward H	McKinney, TX	
1,415. William C	MCKINNEY, TX	
1,416. James B	McKinney, TX	Segment B please.
1,417. Roy C	MCKINNEY, TX	I vote no for Segment A! YES to Segment B!!
1,418. Olga B	Mckinney, TX	
1,419. Keith H	McKinney, TX	Voicing strong opposition to Segment A. Segment B is less expensive and less impactful to people, businesses and the environment. Keep politics and power out of this decision - do what is right for the majority with the most benefit for the future.
1,420. Anna C	Mckinney, TX	NO TO SEGMENT A, YES TO SEGMENT B
1,421. William E	McKinney, TX	no to segment A
1,422. Linda C	MCKINNEY, TX	
1,423. Corey H	McKinney, TX	
1,424. Culbert P	McKinney , TX	NO to Segment A, YES to Segment B
1,425. Melanie H	McKinney, TX	

Name	From	Comments
1,426. Will X	Mckinney, TX	
1,427. Shawn W	McKinney, TX	
1,428. James B	McKinney , TX	
1,429. Sam S	McKinney, TX	Really not understanding why would do an option that cost way more when the option is available and will cause less damage to existing structures.
1,430. Regina D	McKinney , TX	
1,431. Andrew M	Mckinney, TX	
1,432. Robert C	McKinney, TX	I am strongly in favor of segment B over segment A.
1,433. Christine S	McKinney, TX	
1,434. Brenda J	Mckinney , TX	
1,435. Richard J	McKinney , TX	
1,436. Peggy B	McKinney, TX	
1,437. William P	MCKINNEY, TX	
1,438. Thomas S	McKinney, TX	Option B is a much better decision financially. Option A will decimate the value of houses in Tucker Hill, and add an unreasonable amount of exhaust pollution and noise pollution. Unless McKinney is prepared to pay each homeowner in Tucker Hill for property value losses, and add walls to mitigate noise and exhaust pollution, Option A should be eliminated.
1,439. Jerry B	MCKINNEY, TX	Another instance of not considering tax payers and supporting the most expensive and disruptive plan. No to Plan A
1,440. Louise S	McKinney, TX	
1,441. Marilou W	McKinney, TX	NO to option A, YES to option B
1,442. James O	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Sincerely, James Olsen
1,443. Mary lynn C	Mckinney , TX	
1,444. Billie S	McKinney , TX	
1,445. James S	McKinney , TX	
1,446. Melanie P	McKinney , TX	
1,447. Jim B	Mckinney, TX	Against this route, I understand it costs more and will disrupt more than the other route



<b>Name</b>	<b>From</b>	<b>Comments</b>
1,448. Tonya R	McKinney, TX	
1,449. Stacey A	McKinney, TX	
1,450. Amr C	McKinney, TX	
1,451. Amye W	Mckinney, TX	
1,452. Keith B	McKinney, TX	
1,453. Amber C	McKinney, TX	
1,454. Lori T	Mckinney, TX	
1,455. Janette W	McKinney , TX	
1,456. Gerald S	McKinney, TX	No to A, Yes to B !!
1,457. Maria R	McKinney , TX	
1,458. Michele D	Mckinney, TX	
1,459. Robin B	McKinney, TX	NO to Option A!
1,460. Lisa P	McKinney, TX	No to A. Yes to B !!
1,461. Meredith B	McKinney, TX	
1,462. Susan P	McKinney , TX	
1,463. Gina S	Mckinney, TX	
1,464. Brooke G	McKinney , TX	
1,465. Bria N	Mckinney, TX	
1,466. Julie E	McKinney, TX	No to segment A.....Please
1,467. Amy R	McKinney, TX	
1,468. Kathryn W	McKinney, TX	I moved to Tucker Hill 4 years ago for its quaint charm and quiet community. In the past 4 years, almost every patch of green has been built up into housing and strip malls. Now they are talking about putting a 12 lane hwy right next to our homes. Our property values will plummet, our peace and quiet will disappear and will literally take away all the reasons I moved here in the first place. Also, I do not understand why the plan that has this hwy going through Tucker Hill will cost double of the other plan. Isn't is a no brainer?
1,469. Buddy L	McKinney, TX	No to Segment A, Yes to Segment B
1,470. Adam H	McKinney, TX	
1,471. Julie M	McKinney, TX	
1,472. Cynthia P	McKinney , TX	
1,473. Tricia A	McKinney , TX	
1,474. Jeff F	McKinney, TX	
1,475. Diane G	McKinney, TX	
1,476. Annette P	McKinney, TX	
1,477. Melody T	Mckinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,478. Duncan P	Mckinney, TX	
1,479. Noah P	McKinney , TX	
1,480. Lisa D	McKinney, TX	
1,481. Brett T	Mckinney , TX	
1,482. Rebecca G	McKinney, TX	I don't know why anyone would choose to construct a massive freeway like this on an already existing high traffic road. Construction will cause tremendous interruptions and additional traffic. Not to mention the expense and what about all the businesses that are currently undergoing construction in the path? One established business already has scheduled their shutdown. Also, Tucker Hill is a unique community that people love and this project will have numerous negative effects. I'm afraid for the change in value of our homes and how this will change what people love about Tucker hill. No to segment A!!
1,483. Suzanne C	McKinney, TX	
1,484. Shanda C	McKinney, TX	No to Segment A
1,485. Noelle L	Mckinney, TX	
1,486. Aimee L	Mckinney, TX	
1,487. Jessica E	McKinney, TX	No to segment A. Yes to segment B
1,488. Wes C	McKinney , TX	No to Segment A
1,489. Gretchen B	Mckinney, TX	NO to Segment A
1,490. doug l	Mckinney, TX	STRONGLY OPPOSE the construction of segment A and STONGLY SUPPORT the segment B construction option.
1,491. Lisa P	McKinney, TX	No to segment A
1,492. Stephen R	McKinney, TX	No to Segment A
1,493. Ken B	McKinney, TX	
1,494. Monica W	Mckinney , TX	
1,495. Norma A	Mckinney, TX	No to segment A.
1,496. Pete W	McKinney, TX	
1,497. James M	McKinney, TX	
1,498. Gregory T	McKinney, TX	NO to Segment A! YES to Segment B!
1,499. Matthew S	McKinney, TX	
1,500. Debbi B	McKinney , TX	
1,501. Lenora V	McKinney , TX	
1,502. Rachel G	Mckinney , TX	NO to A, Yes to B!
1,503. Darrel C	Mckinney, TX	It is inconceivable to me that the current choice for the 380 Loop stands up to any logical scrutiny. \$200m more in cost and vastly more impactful to existing developed uses. Please reconsider the route being mindful of all the cost financial and otherwise.

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,504. Jennifer C	McKinney, TX	No to Segment A, YES to Segment B
1,505. Kelly K	Mckinney, TX	LEGAL ACTION WILL BE TAKEN
1,506. Mark B	McKinney, TX	
1,507. erin Clare b	mckinney, TX	
1,508. Jennifer W	Mckinney, TX	
1,509. David J	McKinney, TX	No to segment A, Yes to segment B
1,510. Shannon S	Mckinney, TX	
1,511. Debra M	Mckinney, TX	
1,512. Amy O	McKinney , TX	
1,513. Mark M	Mckinney, TX	
1,514. Deborah S	McKinney (Tucker Hill), TX	Vote No to proposed Segment A YES TO B for obvious reasons! Lower tax dollars, less business impact, less noise pollution in Tucker Hill, less fatality risk to name a few obvious reasons! I oppose proposed Segment A, and vote NO TO SEGMENT A!!! VOTE YES TO B AS THE PREFERRED OPTION
1,515. Julie M	Mckinneu, TX	
1,516. Bonnie K	McKinney, TX	
1,517. Lola R	McKinney, TX	Please section b!!
1,518. Wendell M	McKinney, TX	Please do not crowd the 380/stone bridge drive areas any further. Move the loop west on 380 toward prosper area and develop around that area. Huge highways in stone bridge area is not a wise idea.
1,519. Brandon R	Mckinney, TX	Please do the right thing. Route A DECREASES mobility. Why on earth would we do that?!
1,520. Daniela R	Mckinney, TX	
1,521. Don S	McKinney , TX	Common sense and logic would choose segment B over segment A! The reasons are obvious!
1,522. Hannah S	Mckinney, TX	
1,523. Roger M	McKinney, TX	
1,524. preston m	mckinney, TX	
1,525. Ann L	McKinney, TX	
1,526. Kim I	McKinney, TX	
1,527. Sandra Z	McKinney, TX	No to Segment A
1,528. Hector C	McKinney, TX	
1,529. Patti E	McKinney , TX	
1,530. Ann A	McKinney, TX	
1,531. Cindy N	McKinney, TX	
1,532. Rhea L	McKinney, TX	380 is already a nightmare as it is! Let's not make it worst. No to Segment A! Yes to B!

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,533. James Y	Mc Kinney, TX	If the city of McKinney supports option A, every city leader who supports that option, should lose their position next election. Why would the city want TXDOT to spend more money, increase the tax burden, disrupt more homes and businesses and ignore the 36,000 residences (voters) Stonebridge Ranch, one of the premier communities in McKinney. It's unthinkable. It's time take some action No to option A, YES to option B.
1,534. dennis m	McKinney, TX	
1,535. Donna K	Mckinney, TX	NO to segment A.
1,536. Becky S	McKinney, TX	
1,537. Rachel H	Mckinney, TX	
1,538. David D	McKinney , TX	This expansion of 380 would destroy our neighborhood and effect our hearing
1,539. Dick E	McKinney , TX	No to A. B is a better option.
1,540. Kristy T	McKinney , TX	
1,541. Lorice A	McKinney, TX	
1,542. Curtis B	McKinney, TX	
1,543. Eric M	McKinney , TX	
1,544. Chris S	McKinney , TX	No to segment A!! YES to segment B
1,545. Angela L	McKinney, TX	No to segment A!
1,546. Grogman S	Mckinney, TX	
1,547. Matthew M	McKinney, TX	
1,548. Kyle A	McKinney, TX	
1,549. Sharron C	McKinney, TX	
1,550. Archie P	Mckinney, TX	
1,551. WILLIAM M	MCKINNEY, TX	
1,552. Debra P	McKinney, TX	Highway 380: No to Segment A. Yes to Segment B.
1,553. Ann C	McKinney, TX	Ann Cason
1,554. Deborah B	MCKINNEY, TX	
1,555. Charles A	McKinney, TX	
1,556. Emery H	Mckinney, TX	
1,557. Bradley M	McKinney, TX	No to segment A and Yes to Segment B.
1,558. Vicki M	McKinney, TX	
1,559. Miguel C	Mckinney, TX	
1,560. Charles S	McKinney, TX	
1,561. Lisa Q	McKinney, TX	No to Segment A!!
1,562. Carolyn F	Mckinney, TX	
1,563. Allison P	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,564. Julie N	McKinney , TX	
1,565. GAIL R	McKinney, TX	NO! TO SEGMENT A . . . Period!!!
1,566. David J	McKinney, TX	
1,567. Walter E P	McKinney, TX	
1,568. Erin L	McKinney , TX	
1,569. Kathlin A	Mckinney, TX	
1,570. Susan M	McKinney, TX	NO to Segment A, YES to Segment B!
1,571. no n	mckinney, TX	STRONGLY OPPOSE the construction of segment A and STONGLY SUPPORT the segment B construction option.
1,572. Matt M	McKinney, TX	As a taxpayer I am highly concerned that TxDOT has chosen the more costly option that will destroy existing businesses and residents. Choose Segment B!
1,573. Brenda D	Mckinney, TX	Please keep some of this madness away from the more established neighborhoods.
1,574. Allyson W	McKinney , TX	
1,575. Joseph S	TX - McKinney, TX	
1,576. Rick G	McKinney, TX	NO to segment A. YES to segment B.
1,577. Melissa O	McKinney, TX	
1,578. Vicki L	McKinney , TX	
1,579. Jodi L	McKinney , TX	No to segment A!
1,580. Christine C	Mckinney, TX	
1,581. John P	McKinney, TX	
1,582. Holly H	McKinney , TX	
1,583. Doug W	McKinney, TX	
1,584. Glenna L	Mckinney, TX	
1,585. Douglas T	McKinney, TX	Choose the B route!
1,586. Marcia C	McKinney, TX	No to segment A, yes to segment B
1,587. Staci H	McKinney, TX	
1,588. Greg F	McKinney, TX	Solution B is a far superior route than solution A. Less impact on effected homes and property and less expensive
1,589. Candace G	McKinney, TX	
1,590. alex t	mckinney, TX	why select the most expensive option?
1,591. James N	McKinney, TX	
1,592. Kristi R	McKinney, TX	
1,593. Korey H	McKinney , TX	
1,594. Patricia W	McKinney, TX	I opposed the proposed construction of Segment A. It appears the other options will not only cost less but displace fewer residents and places of business. I fear we are too far (continues on next page)

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,594. Patricia W	McKinney, TX	<i>(continued from previous page)</i> behind in making wide improvements to 380. Would it not be better to make the outer loop the main road to divert traffic from 380?
1,595. Michael S	McKinney, TX	
1,596. P B	McKinney, TX	
1,597. Robert H	McKinney , TX	Oppose Segment A
1,598. Linda D	McKinney, TX	
1,599. Jan Y	McKinney, TX	
1,600. Jerri U	McKinney, TX	No to Segment A...Yes to Segment B Please
1,601. Ariellen B	Mckinney, TX	
1,602. Linda S	McKinney, TX	
1,603. Derreck W	Mckinney, TX	
1,604. Marilyn S	McKinney, TX	
1,605. Justin C	Mckinney, TX	This is not the best route. I work in the commercial real estate industry (software and data solutions) and know who owns every single parcel in the USA including those whose ownership is disguised by LLC\'s and other types of entities to hide the true owner. I know who has influence and why certain routes or other segments were not chosen. Its clear that influential developers and political donors have much more to say then regular, everyday people, living in local neighborhoods. It\'s a joke and sad.
1,606. Lea P	Mckinney, TX	
1,607. Mary M	McKinney, TX	Please go with Plan B and do not put excessive noise, traffic and other potentially dangerous situations so close to neighborhoods that purchased homes not aware of this change. Do not put displacing homes and businesses aside for the sake of progress. Plan B is also more expensive for taxpayers.
1,608. Ron H	McKinney, TX	
1,609. Robert E	McKinney, TX	
1,610. Maureen M	McKinney , TX	
1,611. Sigurd T	TX - McKinney, TX	
1,612. Ana C	McKinney , TX	
1,613. Scott W	McKinney, TX	Segment B would be much less impactful to existing homes an businesses.
1,614. Michael W	McKinney, TX	
1,615. Kenny D	McKinney, TX	US 380 Proposed Route - NO to Segment A, YES to Segment B
1,616. Susan R	McKinney, TX	Strongly oppose segment A
1,617. Ray W	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,618. Jon M	McKinney , TX	
1,619. Janelle F	McKinney, TX	NO to segment A - it doesn't make financial or traffic flow sense. Yes to Segment B.
1,620. Ann D	McKinney, TX	I strongly oppose Segment A because of much higher cost, loss of more businesses and homes, and more disruption to home owners and existing businesses.
1,621. Jacqueline H	McKinney, TX	
1,622. Melinda S	McKinney, TX	
1,623. Lauren C	Mckinney, TX	
1,624. Anup P	MCKINNEY, TX	
1,625. Diana H	Mckinney , TX	
1,626. Brandon C	McKinney , TX	
1,627. Tammy K	Mckinney , TX	
1,628. George C	McKinney, TX	
1,629. Stephanie C	McKinney, TX	Segment B will cost less and displace fewer residents/businesses in Collin County. It is the overall best choice for the 380 Bypass.
1,630. Thomas H	McKinney, TX	
1,631. Donald M	McKinney, TX	Segment B only !!
1,632. Jeannette M	McKinney, TX	Stop the "bait and switch". We already agreed on the preferred route and now it is switched with no reason given.
1,633. Liz S	Mckinney, TX	
1,634. Anne W	McKinney, TX	
1,635. Geoffrey B	McKinney, TX	
1,636. Cindy A	MCKINNEY, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Thank you
1,637. Laura N	McKinney, TX	No to Segment A
1,638. Susan H	McKinney, TX	
1,639. Ricky H	McKinney, TX	I strongly oppose the construction of Segment A. This route has a much higher impact on existing homes and businesses as well as the significantly greater impacts on existing traffic during the construction period. Please reconsider and choose Segment B.

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,640. Heather H	Mckinney, TX	
1,641. Mike A	McKinney , TX	
1,642. Richard H	MCKINNEY, TX	
1,643. Donna M	McKinney, TX	
1,644. Michael C	McKinney, TX	
1,645. Roger N	MCKINNEY, TX	
1,646. Mary S	McKinney , TX	
1,647. Craig L	McKinney , TX	TxDot 380 bypass. I oppose segment A, yes to segment B
1,648. Colleen P	McKinney , TX	I strongly Oppose Segment A! I support Segment B as a better option.
1,649. Elaine D	McKinney, TX	
1,650. Chris W	Mckinney, TX	
1,651. Sara S	Mckinney, TX	
1,652. Larry P	McKinney, TX	As a taxpayer I am highly concerned that TxDOT has chosen the more costly option that will destroy existing businesses and residents. Choose Segment B! Therefore, I STRONGLY OPPOSE the construction of Segment A and STRONGLY SUPPORT the construction of Segment B construction option. THANK YOU VERY MUCH!
1,653. Christy E	McKinney, TX	I strongly OPPOSE the construction of Segment A !
1,654. Kara J	Mckinney, TX	
1,655. Ann C	McKinney, TX	I am not in favor of Segment A. Please implement Segment B.
1,656. Michael G	McKinney, TX	
1,657. Sheri Y	McKinney, TX	
1,658. S S	Mckinney, TX	No to segment A. yes to segment B
1,659. Monica H	McKinney, TX	
1,660. Brandon F	McKinney, TX	
1,661. Nancy R	McKinney, TX	
1,662. Michelle B	McKinney, TX	No to segment A. Segment B will cost less and displace fewer residents/businesses in Collin County. It is the overall best choice for the 380 Bypass.
1,663. Juan C	McKinney , TX	
1,664. H M	Mckinney, TX	
1,665. Rich N	McKinney, TX	
1,666. Matthew A	McKinney, TX	Segment A would cause far more permanent disruptions than Segment B. We STRONGLY oppose the construction of Segment A, and will do everything in our power to have TxDot reconsider.
1,667. Donna W	McKinney, TX	I oppose Segment A.



<b>Name</b>	<b>From</b>	<b>Comments</b>
1,668. Olga K	McKinney, TX	No to segment A
1,669. Whitney C	McKinney , TX	
1,670. William L	McKinney, TX	
1,671. Polly D	Mckinney, TX	I'm in favor of Segment B that benefits the homeowners.
1,672. Linda F	McKinney, TX	
1,673. Carla S	McKinney, TX	
1,674. Melissa H	McKinney , TX	Segment B costs less money and has less impact on existing homes and businesses.
1,675. Sasha R	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.
1,676. Marguerite L	McKinney, TX	
1,677. Jeff W	McKinney, TX	
1,678. Jeffrey B	McKinney, TX	YES to segment B.
1,679. Randall B	McKinney, TX	NO to segment A. YES to segment B.
1,680. Linda C	McKinney, TX	
1,681. Jonathan C	McKinney , TX	I am sharing my voice that I'd like no to segment A and yes to segment B. From what I understand is that it costs less and least impact to the least amount of people and businesses. As a steward of taxpayer funds it is your duty to choose the most economical option which what I stated above.
1,682. Ellen W	McKinney, TX	
1,683. Teresa H	McKinney, TX	Yes to Segment B - NO to segment A regarding Hwy 380 - Segment A is a poor choice - do not support for our city or my neighborhood.
1,684. Evelyn J	McKinney , TX	
1,685. Howard R	McKinney, TX	
1,686. Margie G	McKinney, TX	
1,687. Dale H	McKinney, TX	
1,688. Larry M	McKinney, TX	
1,689. gary m	McKinney, TX	Segment B is the best solution for price, duration and closures!!
1,690. Beth H	Mckinney, TX	
1,691. John A	Mckinney, TX	I want below grade when passing by stonebridge ranch
1,692. Bonnie D	McKinney , TX	
1,693. Moorthy M	Mckinney, TX	
1,694. Jennifer C	McKinney, TX	Cheaper, less impact to property holder, less congestion and pollution, more traffic actually bypassed. Seems like a no brainer.

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,695. Edgar Z	McKinney, TX	
1,696. Courtney H	McKinney, TX	NO to segment A
1,697. MARK B	McKinney, TX	
1,698. Amy H	McKinney, TX	
1,699. Sierra F	McKinney, TX	No to Segment A. I thought we already voted on this. Why wasn't this issue raised in the City's CIP? If it were these plans would have already been in place. Someone drop the ball?
1,700. Maria M	McKinney, TX	
1,701. Ann R	McKinney , TX	
1,702. Carolyn P	MCKINNEY, TX	Please preserve our communities and businesses.
1,703. Jennifer H	McKinney , TX	I vote no to segment A
1,704. Warren F	McKinney, TX	
1,705. Richard T	Mckinney, TX	
1,706. ALLISON B	McKinney, TX	
1,707. Ashley B	McKinney, TX	
1,708. Sarah R	Mckinney, TX	
1,709. Diana G	Mckinney, TX	
1,710. JoAnn B	McKinney, TX	
1,711. Larry B	McKinney, TX	No to segment A
1,712. Whitney K	McKinney , TX	<p>As a citizen of McKinney, TX., living in the Kensington subdivision of Stonebridge Ranch, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Segment A directly impacts me, my family, and my neighborhood in a negative way. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.</p> <p>In addition, \"segment A alternate design\" will more NEGATIVELY IMPACT MY COMMUNITY and the Tucker Hill community as the alternate design puts the bypass closer to both communities, which will cause greater noise, construction debris, traffic delays, and decrease the safety in my subdivision. Please consider the THOUSANDS OF CURRENT RESIDENTS and tax payers in these communities that will be NEGATIVELY IMPACTED as opposed to giving the benefit to an upcoming apartment complex that has yet to be built in the path of the current proposed 380 segment A plans.</p>

Name	From	Comments
1,713. Jean Ann T	McKinney, TX	
1,714. Gwyn L	Mckinney, TX	
1,715. Kathleen G	McKinney, TX	
1,716. Pam L	McKinney, TX	
1,717. Stacy S	McKinney, TX	
1,718. Noelle B	McKinney , TX	No to Segment A. YES TO SEGMENT B.
1,719. Julie T	McKinney , TX	
1,720. Grant L	Mckinney, TX	
1,721. Jean W	McKinney , TX	Please choose segment B. Segment A goes by two elementary schools about 200 yards from 380 on Stonebridge and Ridge. They have together about 1000 hound children that would be affected by this project. The kids and their families are constantly outside and would be affected by the air pollution and noise 24 hours a day. Many families have backyards on both sides of 380 very near segment A( close to 30 yards away. When there's another option that doesn't effect so many lives, please choose segment B. Thank you for really listening [?]
1,722. Allison J	McKinney, TX	
1,723. Rodney J	McKinney , TX	
1,724. alexa p	mckinney, TX	
1,725. Dianna D	McKinney , TX	Not to segment A. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,726. Jason W	McKinney, TX	
1,727. Robert E	McKinney, TX	
1,728. Laura D	McKinney, TX	
1,729. Richard E	McKinney, TX	
1,730. Alfred R	McKinney, TX	No to Segment A. Yes to Segment B.
1,731. Tyler J	McKinney, TX	NO to segment A. YES to segment B.
1,732. Jorge R	McKinney , TX	
1,733. ATEESH V	McKinney, TX	
1,734. Arlin H	McKinney, TX	NO to segment A. YES to segment B
1,735. John M	MCKINNEY, TX	NO to Segment A, YES to Segment B
1,736. Julie W	McKinney, TX	
1,737. Jennifer C	McKinney, TX	NO to Segment A, YES to Segment B
1,738. Michael H	McKinney, TX	Adamantly against Segment A plan for 380. I cannot understand why the most EXPENSIVE plan is put forth as the best. Segent B is the plan my wife and I support.
1,739. Danielle S	Mckinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,740. Thomas S	McKinney , TX	
1,741. Steven H	McKinney, TX	
1,742. Christine C	McKinney , TX	No to segment A!!!!
1,743. Travis W	Mckinney, TX	
1,744. Jeanette M	McKinney, TX	The worst traffic on 380 is at school hours, which the expansion will not impact. I've personally driven down 380 at 5:30/6:00 without delay. The expansion using Segment A is too short to do any good, much like the now-to-be destroyed I-980 segment in Oakland, CA!
1,745. Isaac M	McKinney, TX	
1,746. Veronica K	McKinney, TX	I vote No to A.
1,747. Lucinda K	McKinney , TX	B
1,748. Theresa S	mckinney, TX	
1,749. Gina F	Mckinney, TX	Stop wasting taxpayer money! Choose B!
1,750. Katelyn C	McKinney, TX	
1,751. Dylan S	McKinney, TX	
1,752. Sonya L	Mckinney, TX	
1,753. Pat P	McKinney, TX	Wait and see how the new Dallas Loop performs, before more construction on 380.
1,754. Rita B	McKinney, TX	
1,755. Paul C	McKinney, TX	No to Segment A
1,756. William S	McKinney, TX	I strongly oppose construction of Segment A for the US 380 bypass. I strongly urge TXDOT to implement Segment B as the preferred option.
1,757. Jeffrey G	McKinney, TX	B-E-C just makes sense.-OR- go up top over 380 in McKinney where existing right-of-way is not wide enough.
1,758. Frank D	McKinney, TX	
1,759. Ron W	McKinney, TX	
1,760. Karen D	McKinney, TX	Segment A is more expensive and disrupts more homes and businesses. Some of these impacted businesses are currently under construction. Segment A is also much more expensive. I believe there are also more environmental concerns. Please choose section B.
1,761. Janet G	McKinney, TX	Protecting our property values, and quality of residential living is paramount to citizens and neighborhoods directly affected by other options offered to us.
1,762. Madison S	McKinney, TX	
1,763. Jan H	McKinney , TX	I strongly oppose segment A!
1,764. Lauta A	McKinney, TX	I strongly oppose Segment A
1,765. Heidi M	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,766. Jim H	McKinney, TX	Go South. Tle in to 121/399 and get back on 380 at DNT. 380 Loop south go much further North. Current options are pointless. The area will be saturated before current plan can even begin.
1,767. Patsy F	McKinney , TX	Too expensive and causing many homes to be purchased . Totally opposed to this!
1,768. Colleen S	McKinney, TX	Although either route doesn't affect my home, I am absolutely opposed to segment A. Why would we choose a more expensive option that disrupts fewer businesses and homes? Not to mention it doesn't 'bypass' enough, doesn't bypass Custer. Please do the right thing and choose segment B.
1,769. Tim B	McKinney , TX	
1,770. Patricia R	Mckinney , TX	
1,771. Randall S	McKinney, TX	
1,772. Rick D	Mckinney, TX	I'm concerned this route will negatively affect my Stonebridge home value
1,773. Jeryl G	McKinney, TX	
1,774. CLAYTON M	MCKINNEY, TX	
1,775. Debbie H	McKinney , TX	
1,776. Sheryl L	McKinney, TX	
1,777. Michelle M	McKinney , TX	My home will not be directly affected by the 380 decision, but I am strongly OPPOSED to option A. It does not make sense to spend significantly more money on an option that is too far east of where the traffic is coming from. Apart from Prosper digging in their heels, it is beyond my comprehension that all this extra money is being spent to keep them happy. The negative impact is far more significant to McKinney in terms of loss of existing homes and businesses and it still won't solve the problem. The A segment will solve the problem and at a lower expense to the tax payers. It is incumbent upon all decision makers to serve the needs of the community in the most effective and financially responsible manner possible. Option A will accomplish neither.
1,778. John B	McKinney, TX	No to Segment A; Yes to Segment B
1,779. Anthony E	McKinney, TX	
1,780. Janice E	McKinney, TX	
1,781. Glenda E	McKinney, TX	
1,782. Dan S	Mckinney, TX	
1,783. Sharon S	Mckinney , TX	
1,784. Diane H	Mckinney, TX	
1,785. Merrie H	McKinney , TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,786. Philip M	McKinney, TX	
1,787. daniel w	mckinney, TX	
1,788. PATRICIA N	MCKINNEY, TX	
1,789. Elizabeth S	McKinney, TX	I strongly support option B. Oppose option A!
1,790. Gary K	McKinney, TX	
1,791. Barbara D	McKinney, TX	
1,792. Thomas M	McKinney, TX	
1,793. KAREN B	MCKINNEY, TX	STRONGLY APPOSE SEG A YES TO SEGMENT B
1,794. Jason M	McKinney, TX	
1,795. Susan P	McKinney, TX	
1,796. Charles F	McKinney, TX	
1,797. Theresa K	McKinney, TX	
1,798. Robert P	McKinney, TX	I oppose Segment A and Support Segment B
1,799. Gail L	McKinney , TX	B is more cost effective and saves so much residential and business disruption.
1,800. Kathy M	McKinney, TX	
1,801. Michaela M	Mckinney, TX	
1,802. Stephen B	McKinney, TX	
1,803. Kari O	Mckinney , as	
1,804. Kristin G	Mckinney, TX	
1,805. Tauri O	McKinney , TX	The value of my home and my peace will be greatly diminished if the 380 bypass moves forward with plan A. I do not have the wherewithal to relocate. This will be devastating.
1,806. Rebecca B	Mckinney, TX	Please don't disrupt our life with this project. We like our community as is. This project does not belong in this area. It is too close to residents that live in this neighborhood. NO to Segment A.
1,807. Sandra T	McKinney, TX	
1,808. Thomas M	McKinney , TX	Go with most cost efficient route. Don't acquiesce to special interests that end up costing tax payers more.
1,809. Steven S	McKinney, TX	Route A places a 12 lane highway within 1/2 mile of my home and will devalue it greatly.
1,810. kevin m	Mckinney , TX	
1,811. Jessica M	McKinney , TX	I don't want a Highway by my house. The environmental impact would be devastating. I love my home and neighborhood. My husband and I worked very to build this home and this community. I strongly OPPOSE the construction of Segment A.
1,812. John L	McKinney, TX	I am vehemently opposed to Segment A. strongly support Segment B

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,813. Jami B	McKinney, TX	NO to Segment A, YES to Segment B. The delay in addressing the traffic and issues of 380 has already caused enough problems. Don't make it worse by bringing even more traffic to our neighborhoods.
1,814. Nathan D	McKinney, TX	
1,815. Paul M	McKinney, TX	
1,816. Terie B	McKinney, TX	
1,817. Theresa B	Mckinney, TX	
1,818. Samantha S	Mckinney , TX	
1,819. Frank T	McKinney , TX	
1,820. Scott H	McKinney, TX	
1,821. Patrick M	McKinney , TX	
1,822. Daniela A	Mckinney , TX	
1,823. Sahar n	MCKINNEY, TX	
1,824. Chuck D	McKinney, TX	I strongly OPPOSE the proposed \"Segment A\" plan for the upcoming 380 bypass road project.
1,825. Adam T	Mckinney, TX	
1,826. Kathleen G	McKinney , TX	No, to segment A. Yes to segment B
1,827. Todd R	McKinney, TX	
1,828. David F	McKinney, TX	Choose the \$150M cheaper option to taxpayers.
1,829. Sheryl H	McKinney, TX	
1,830. Blayne B	Mckinney, TX	
1,831. Andrew B	McKinney, TX	NO to Segment A, YES to Segment B
1,832. Paul D	McKinney , TX	No to A!
1,833. Fain J	McKinney, TX	
1,834. Stacey S	Mckinney, TX	No ! Use the outer loop.
1,835. Donald S	MCKINNEY, TX	
1,836. Lisa S	McKinney , TX	
1,837. Elizabeth Q	McKinney , TX	
1,838. Peter L	McKinney, TX	
1,839. Mercedes B	McKinney , TX	
1,840. James H	McKinney, TX	
1,841. Toria C	McKinney, TX	I adamantly oppose segment A. Yes for segment B. The bypass will be extremely close to our subdivision & we're not in the position to move.
1,842. Mary and William S	McKinney, TX	NO to Segment A
1,843. Kelli P	McKinney, TX	
1,844. Lois E	Mckinney, TX	

Name	From	Comments
1,845. Todd Z	McKinney, TX	NO to segment A.
1,846. Matthew M	McKinney, TX	
1,847. Chris A	McKinney, TX	
1,848. Rachel G	McKinney, TX	
1,849. James P	McKinney, TX	Yes to Segment B; No to Segment A!
1,850. Claire W	Mckinney, TX	
1,851. Bob Y	McKinney , TX	Segment B is the only one that makes sense. We need to save taxpayer money and keep this road away from our existing neighborhoods and businesses.
1,852. James H	McKinney, TX	
1,853. Jenny A	McKinney, TX	NO to Segment A As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,854. Nate K	Mckinney , TX	lption A puts a freeway within throwing distance of my house. Will ruin all the value we've worked so hard to achieve in Mckinney. I don't like the idea of a bypass at all. But option B is my choice
1,855. Kevin B	Mckinneu, TX	As a McKinney resident, I find that TXDOT's recommendation of Segment A over Segment B ignores the findings of the environmental study, applies criteria to support this decision inconsistently, is fiscally irresponsible to the taxpayers and places an unsupportable financial burden on the City of McKinney and its taxpayers. Findings of the Environmental Impact Study should have led to selection of Segment B. <ul style="list-style-type: none"><li>● No businesses displaced, rather than 15 current businesses displaced in Segment A.</li><li>● 2 rather than 7 major utility conflicts in Segment A</li><li>● No hazardous material sites impacted, rather than 2 in Segment A.</li><li>● Nearly twice the impact to rivers and streams; 1/2 mile vs. 1 mile</li><li>● Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years.</li></ul> Segment B saves over \$150 million dollars for Collin County Taxpayers vs. Segment A <ul style="list-style-type: none"><li>● \$153M in right of way costs, rather than \$198M in Segment A.</li></ul> <i>(continues on next page)</i>



Name	From	Comments
1,855. Kevin B	Mckinneu, TX	<p><i>(continued from previous page)</i></p> <ul style="list-style-type: none"><li>● \$25M in utility relocation costs, rather than \$75 in Segment A.</li><li>● \$588M in design and construction costs rather than \$608M in Segment A.</li><li>● \$40M savings in utility relocation for the City of McKinney. TXDOT's own findings indicate that the continued emphasis on ManeGait is unwarranted.</li><li>● The design updates to Segment B have fully mitigated any impact to ManeGait</li><li>● TXDOT has received a copy of a study from Shea Center &amp; Dreamcatchers, California service ranch with a similar project that impacted their area which found there was minimal impact.</li><li>● TXDOT has said that Segment B "would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act" Priority has not been given to safety and the increased risk of fatal accidents</li><li>● Segment A contains two 90 degree turns with a change of grade which will present a greater risk of fatal accidents.</li><li>● TXDOT did not reveal the comparison between fatality analysis for Segment A &amp; B Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns.</li><li>● According to TXDOT, 26,000 work zone crashes in 2021 resulted in 244 deaths.</li><li>● The extended construction time required to regrade the existing road bed will increase the disruption to existing traffic for several years of construction. Criteria used to support Segment selection was not applied consistently. The criteria applied to recommend Segment C, would conclude Segment B is the preferred option.</li><li>● C vs. D was compared based on objective cost data</li><li>● A vs. B comparison featured subjective measures, such as counting the number of comments submitted vs. objective facts The current TXDOT budget and plans do not include the mitigation measures necessary to address the impact of increased environmental and noise pollution, as well as concerning traffic hazards, for the current McKinney neighborhoods impacted by Segment A. In addition to the depressed roadway:</li><li>● A sound wall across the full length of Tucker Hill property fronting 380 consistent with the character of the entry being removed and providing privacy from cut thru traffic. Built in tandem with an independent firm with expertise in the physics of sound.</li></ul> <p><i>(continues on next page)</i></p>

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,855. Kevin B	Mckinneu, TX	<i>(continued from previous page)</i> The extension of Stonebridge Drive and new entrance on Townsend Boulevard for Tucker Hill residents in the character of the current entrance at Tremont Boulevard
1,856. Andrew C	McKinney, TX	
1,857. jUdi G	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,858. Sarah R	MCKINNEY, TX	
1,859. Beth B	McKinney, TX	
1,860. Felicia M	McKinney, TX	
1,861. Chad A	McKinney , TX	
1,862. HARRY B	McKinney, TX	
1,863. Mary B	McKinney, TX	
1,864. Doug R	Mckinney, TX	
1,865. Mac H	McKinney, TX	
1,866. Philip N	McKinney, TX	I don\'t understand what makes Segment A \"preferred\" by TxDOT. What\'s the preference criteria? Increased cost of \$150M, impact to 57 existing homes and businesses, accommodate relatively small corner of Prosper. Keep it simple, less expensive and less disruptive - No to Segment A, YES to Segment B.
1,867. Kenny G	McKinney, TX	NO to Segment A As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,868. Josh C	Mckinney, TX	
1,869. Chuck K	McKinney, TX	
1,870. Nicole M	Mckinney, TX	No to segment A

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,871. Jerry R	McKinney, TX	
1,872. Linzee R	McKinney, TX	I writing to advocate for Segment B over Segment A. Segment B will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,873. Craig M	Mckinney, TX	
1,874. Camille p	Mckinney, TX	
1,875. Bentley D	McKinney, TX	Yes b
1,876. Dustin M	Mckinney, TX	Save the restaurants!
1,877. Chengfar M	McKinney , TX	
1,878. Erik E	Mckinney , TX	
1,879. Phiv E	Mckinney , TX	
1,880. Doug H	McKinney , TX	
1,881. Michael M	Mckinney , TX	I vote for segmemt B
1,882. Thomas W	Mckinney, TX	No to A
1,883. Jodi W	McKinney, TX	NO to A. C, E, B makes more sense to me.
1,884. Caleb M	McKinney, TX	The worst traffic on 380 is at school hours, which the expansion will not impact. I've personally driven down 380 at 5:30/6:00 without delay. The expansion using Segment A is too short to do any good, much like the now-to-be destroyed I-980 segment in Oakland, CA! The worst traffic around McKinney/Frisco is on Custer and Preston - not 380!
1,885. Leah C	Mckinney, TX	
1,886. Kathleen B	Mckinney, TX	
1,887. Pauline G	McKinneh, TX	
1,888. Dawn F	McKinney, TX	
1,889. Bruce S	Mckinney , TX	Pleas don't select Segment A. B is a much better option.
1,890. Chelsea T	McKinney, TX	
1,891. Joseph T	McKinney , TX	
1,892. Kristen W	McKinney, TX	
1,893. Anonymous	Dickinson, TX	I oppose segment A.
1,894. Jessica H	Mckinney, TX	
1,895. Jackie F	Mckinney, TX	
1,896. Amy S	McKinney, TX	
1,897. Kristen C	McKinney, TX	
1,898. Jason S	McKinney, TX	
1,899. Teagan T	McKinney, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,900. Janice G	McKinney , TX	
1,901. Madisyn W	McKinney , TX	<p>NO TO SEGMENT A</p> <p>As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.</p> <p>I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.</p>
1,902. Amber S	McKinney, TX	
1,903. Rebecca W	Mckinney, TX	
1,904. Michelle B	McKinney, TX	
1,905. Stephen F	McKinney, TX	
1,906. Patricia L	McKinney, TX	
1,907. James P	McKinney, TX	<p>Noboyd ever mentions the impact to Timberridge. It doesn't even show on the maps as being a "point of interest" and this highway will run</p>
1,908. Sayaka P	McKinney , TX	
1,909. Yukari V	McKinney, TX	
1,910. Kim G	Mckinney, TX	
1,911. Frank A	McKinney, TX	<p>NO to Segment A, YES to Segment B</p>
1,912. Charlette V	McKinney, TX	
1,913. Corey F	Mckinney, TX	
1,914. Stacy S	McKinney , TX	<p>No to A. Yes to B. Segment A costs more, is 1 mile longer, requires 1 more grade- separated interchange, has 5 more major utility conflicts that would cost \$49M to relocate, will displace many businesses and be detrimental to Stonebridge, Tucker Hill and surrounding home owners and 380 businesses. Segment A will impact 12.9 acres of statewide important farmland, will increase noise and pollution levels near front porch communities, will threaten several protected species in their habitats, has 2 high-risk hazardous material sites, increases the likelihood of accidents, will put peoples lives at risk when seconds matter most- construction &amp; the Segment A design will increase the amount of time vs now that affected residence, guests, area business owners, employees and patrons can get to the closest ER or have emergency rescue assistance (police, fire, rescue...) reach them. McKinney shouldn't bear the entire 380 bypass. Segment B is the way to go &amp; contains more empty land that can be designed around, is less disruptive &amp; less costly.</p>

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,915. Cynthia M	McKinney, TX	
1,916. Kathleene D L	McKinney, TX	Please consider the health & safety of all Tucker Hill residents who have invested so much time & money into their homes and selected this neighborhood as a quiet, beautiful place to reside.
1,917. Jim G	McKinney, TX	
1,918. Connie G	McKinney, TX	
1,919. Samantha G	McKinney, TX	
1,920. Ai T	Mckinney, TX	
1,921. Beth R	McKinney, TX	
1,922. Melinda J	McKinney, TX	
1,923. Cory N	mckinney, TX	
1,924. Cynthia B	McKinney, TX	NO to Segment A, YES to Segment B
1,925. Alissa P	McKinney, TX	
1,926. Aaron P	McKinney , TX	
1,927. debbie c	MCKINNEY, TX	No to segment A
1,928. Deidre M	McKinney , TX	
1,929. Susan D	McKinney , TX	No to segment A
1,930. Joel A	McKinney , TX	
1,931. Nick S	Allen, TX	My grandmother is looking at moving in the area and closing on a house and this will cause severe issues for response times to her not with standing it will also depreciate the value of the home tremendously by putting an interstate right next to it. I don't appreciate people getting special treatment just because they're on other boards and they're on the cake because they're getting a rub "money to not have this road put in where it belongs that's on acceptable.
1,932. Dean S	Mckinney, TX	
1,933. C. M	McKinney, TX	I would like to add my voice in urging TxDot to implement Segment B for US 380 bypass from Coit Rd to FM 1827. I agree that 380 needs traffic congestion relief, however, doing so at the expense of area homeowners, when another, more viable option is available, is not acceptable and will make the area less desirable to live in.
1,934. chloe m	mckinney, TX	YES to Segment B!
1,935. Anonymous	Crossroads, TX	
1,936. dan w	McKinney, TX	The impact of Segment A will have a direct impact on my family safety and health along with negative impact to housing prices to Tucker Hill. Segment B is cheaper and a smarter alternative taking in consideration of existing homeowners over developers.
1,937. james a	MCKINNEY, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,938. Victoria W	McKinney, TX	
1,939. James W	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,940. Carol S	McKinney , TX	No to Segment A- b/c it'll cost millions more & is a tax burden, it's more disruptive to area homeowners and the environment & will negatively impact our health & safety. Yes to Segment B.
1,941. Al S	McKinney , TX	As a taxpayer & Stonebridge resident that often visits family in Tucker Hill, I adamantly oppose Segment A. It's costly, will increase area taxes, will make my nearby commute to Tucker Hill & the hospital & doctors offices more dangerous, more difficult & extend my commute time. Segment A disrupts more residences & business' and could be catastrophic to area lives. I urge TXDot to go with Segment B.
1,942. Sonna B	McKinney, TX	
1,943. Joseph A	McKinney, TX	
1,944. Karen A	McKinney, TX	Don't ruin McKinney with plan A; please use plan B! I'm so thankful we moved from CA to McKinney, TX 2 years ago. I call it "heaven on earth". Pease don't change it! I've lived 'that way' already.
1,945. Chris G	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,946. JOE C	McKinney, TX	Why in the world would they select the more expensive option? They picked C over D; why not B over A?
1,947. Pilar M	McKinney, TX	
1,948. Aditi S	Mckinney, TX	NO to Segment A As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 <i>(continues on next page)</i>

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,948. Aditi S	Mckinney, TX	<i>(continued from previous page)</i> Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Sincerely,
1,949. Carol R	Mckinney, TX	
1,950. Helen B	McKinney, TX	No to Segment A I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,951. Victoria F	McKinney, TX	
1,952. David L	Mckinney, TX	
1,953. Marion J	Mckinney, TX	
1,954. Bo L	Mckinney, ad	No to Segment A I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,955. Marissa J	MCKINNEY, TX	
1,956. Steve S	McKinney , TX	
1,957. William H	McKinney , TX	
1,958. caroline I	McKinney, TX	As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.
1,959. Amy D	Mckinney, TX	
1,960. Jane A	McKinney, TX	You must choose the drastically less expensive Segment B to prove that Texas is home to fiscally responsible and sensible people. How the less practical, and far more expensive Segment A was endorsed by TxDOT is just incomprehensible to me.
1,961. Marion L	McKinney , TX	
1,962. Karin S	Mckinney, TX	
1,963. Dolores J	Mckinney, TX	
1,964. Long N	MCKINNEY, TX	

<b>Name</b>	<b>From</b>	<b>Comments</b>
1,965. Jackie F	Mckinney , TX	Please say no to segment A!
1,966. Amy W	McKinney, TX	
1,967. Early I	McKinney, TX	
1,968. Margie H	McKinney , TX	Please DO NOT select segment A on 380. It displaces more residents and businesses and is more expensive. Please select Segment B. Thank you!
1,969. Lisa O	MCKinney , TX	
1,970. John A	McKinney, TX	
1,971. Cindy G	McKinney, TX	I vote NO to prop. A and yes to B. We don't need all of the destruction. I also kindly request that you use stop lights instead of roundabouts. Stop lights are much safer. Please no roundabouts!!!
1,972. Kenneth H	Mckinney, TX	
1,973. Eric S	McKinney , TX	I vote No to Segment A.
1,974. Peter N	McKinney , TX	
1,975. Jim M	Mckinney, TX	No to the A.
1,976. George W	McKinney, TX	
1,977. Catherine C	McKinney, TX	
1,978. Craig C	McKinney, TX	
1,979. Ashleigh B	McKinney, TX	
1,980. Sharon G	Mckinney, TX	This is devastating to our neighborhood and there is a better option. Please choose plan B!
1,981. Krista A	McKinney, TX	
1,982. Kelly B	McKinney , TX	
1,983. sal c	mckinney, TX	No to optional A
1,984. Thomas G	McKinney, TX	No to Segment A. Yes to Segment B, please.
1,985. James L	McKinney, TX	
1,986. Suzanne K	McKinney, TX	
1,987. Dee K	Mckinney, TX	
1,988. Paul P	McKinney, TX	
1,989. Stephen W	Mckinney, TX	
1,990. Joanna P	McKinney, TX	We STRONGLY oppose Segment A blue alternative route.
1,991. Cindy T	McKinney, TX	
1,992. Willena H	McKinney, TX	
1,993. April M	Mckinney, TX	
1,994. David T	McKinney, TX	
1,995. Steven M	Mckinney, TX	NO to Segment A, YES to Segment B
1,996. Peggy B	McKinney, TX	
1,997. Gaylan K	Mckinney, TX	



<b>Name</b>	<b>From</b>	<b>Comments</b>
1,998. Stacey H	McKinney, TX	I strongly oppose the Segment A option. Segment B, as the less expensive and less disruptive option, would be the better choice.
1,999. Lori H	McKinney, TX	
2,000. Dolisa D	McKinney, TX	I strongly oppose the Segment A option. Segment B, as the less expensive and less disruptive option, would be the better choice.
2,001. Benita E	McKinney, TX	
2,002. Stephanie W	Mckinmey, TX	
2,003. Patrick B	McKinney, TX	NO
2,004. Krystal M	McKinney , TX	
2,005. Lynn H	Mckinney , TX	
2,006. David D	McKinney, TX	
2,007. Andrea D	McKinney, TX	
2,008. Glen R	McKinney, TX	
2,009. Rebecca V	McKinney, TX	
2,010. Denise C	Anna, TX	
2,011. Alessia E	Mckinney , TX	
2,012. William H	McKinney, TX	
2,013. Sam H	McKinney, TX	
2,014. Griffin L	McKinney, TX	
2,015. Judson W	Fairview, TX	
2,016. Sam B	McKinney, TX	
2,017. Justin C	Fairview, TX	
2,018. Raymond H	McKinney, TX	
2,019. Michelle H	Mckinney, TX	
2,020. Zachary H	McKinney , TX	
2,021. Rachel H	Mckinney, TX	
2,022. Andrew H	McKinney, TX	
2,023. Geddes B	McKinney, TX	
2,024. Sarah R	McKinney, TX	Choosing segment A ignores many of the damages and fiscal impacts that the environmental impact survey explained. Segment A is the wrong choice for the community of McKinney. Segment B is an excellent choice with far less detrimental repercussions. Please reconsider and do the right thing for our city!
2,025. Cynthia B	Mckinney, TX	
2,026. Tara C	McKinney , TX	Strongly oppose Segment A
2,027. Keith H	McKinney, TX	





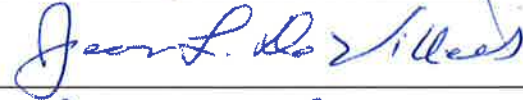


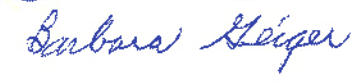


<b>Name</b>	<b>From</b>	<b>Comments</b>
2,028. Kathlin A	Mckinney, TX	

# NO to Segment A

March 16, 2023

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
1.	Gary Lauman		2408 New Glen Rd	McKinney
2.	Joy Bradford		7509 S Bellmonte W	"
3.	Gwendolyn Robanz		1709 Cross Point Rd.	"
4.	Wynne DeViller		1228 Somerset	"
5.	Jean DeViller		1228 Somerset	"
6.	Gloria Redwine		2008 Ivy Court	McKinney
7.	James Redwine		2008 Ivy Court	McKinney
8.	Barbara Geiger		1521 Hackett Ave	McKinney
9.	Harriet Bennett		2909 Red Oak Drive	McKinney
10.	Patricia Brott		1102 Hills Creek Dr.	McKinney

# NO to Segment A

March 16, 2023

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.











	Name	Signature	Address	City
11.	Maria D'Emidio	Maria D'Emidio	8303 Falconet Cir McKinney TX	McKinney
12.	Warren Chase	Warren Chase	5203 Quail Creek Dr.	McK
13.	KENNETH S. BECKER	Kes	1521 LAMPON LANE	McKINNEY
14.	Lee-Yen Elliott		312 Goshawk Way	McKinney
15.	MICHAEL HREFNER	Michael Hrefner	6908 SILVER CANYON	McKinney
16.	Barbara J. Copeland	Barbara J. Copeland	6104 Prestwick Drive	McKinney
17.	Leonard Kelly	Leonard Kelly	1100 FOREST LAKE CIR.	"
18.	Milly Orsini	Milly Orsini	408 Crabapple Way	McKinney
19.	Ana Brown	Ana Brown	6116 Rough Creek Dr.	McKinney
20.	Bernie Brown	Bernie Brown	6116 Rough Creek Dr.	McKinney



## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

**I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

	Name	Signature	Address	City
21.	LUCY DURAY		5005 RAIN FOREST DR	McKINNEY
22.	Connie Baxter		6201 Virginia Pkwy.	McKinney
23.	Jeffrey Alexopoulos		1424 Somerset Dr.	McKinney
24.	CATERINA KIMES		1201 SOMERSET DR	McKinney
25.	Rachel Gromes		11602 Crown Point Rd.	McKinney
26.	LANCE KIMES		1201 Somerset Dr	McKinney
27.	BARBARA BARNETT		7709 Powder Horn Ln.	McKinney
28.	BERLE BARNETT		7709 Powder Horn Ln	McKinney
29.	JAMES HOPKINS		5105 TURNBRIDGE CT	McKinney
30.	Motomi Hopkins		5105 Turnbridge CT	McKinney

## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.


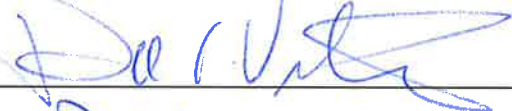




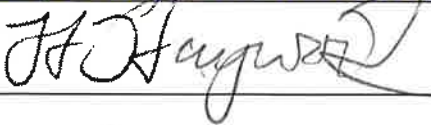
I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
31.	Aki Bastianpillai	aki Bastian	1808 Victoria Cir	McKinney
32.	Joseph Lawrence	Joseph Lawrence	7507 NEWHAVEN CT	McKinney
33.	Bernie Brown	Bernie Brown	616 Rough Creek Dr.	McKinney
34.	Aaron Kannouki	Aaron Kannouki	PO Box 6665	McKinney
35.	Amanda Blankenship	Amanda Blankenship	8905 Talon Ct.	McKinney
36.	Kristen Vartigan	Kristen Vartigan	3304 Snowmass Ln	McKinney
37.	Adela Seal	Adela Seal	8905 Abbington Place	McKinney
38.	Robert Seal	Robert Seal	8905 Abbington Pl.	McKinney
39.	Joe Cross	Joe Cross	1104 Royal Oaks Dr	McKinney
40.	Jane Ferrari	Jane Ferrari	1424 Somerset Dr.	McKinney

## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
41.	Maryam Mirmohseni	M. Mirmohseni	8108 Yellowstone dr	McKinney
42.	R.W. Aizawa	R. W. AIZAWA	5911 Spring Hill Dr	McKinney
43.	Tara Khedouri		8017 Canterbury Terrace	McKinney
44.	David Vretian		3304 Snowmass lane	McKinney
45.	PHILLIP JAUBERT		1501 CROWN POINT	MCKINNEY
46.	Jeff Stutes		9804 Ponderosa	McKinney
47.	Art The Albert Kramer		104 Wilkey Circle	McKinney
48.	Ronald W. Wallace	Ronald W. Wallace	1505 Bald Eagle Dr	McKinney
49.	Wendy Tabraham		600 Mayberry Dr.	McKinney
50.	Hugh Haywood		7512 Burr Ferry Dr.	McKinney



# NO to Segment A

As a homeowner and citizen of McKinney, TX, I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

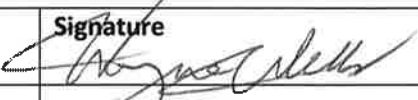


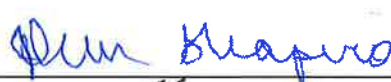

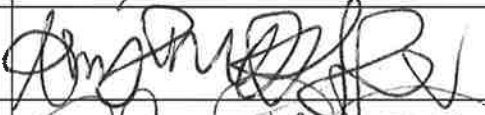



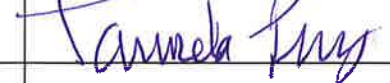
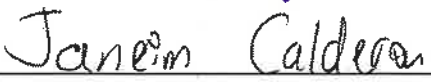
	Name	Signature	Address	City
51.	Nancy Balli	Nancy Balli	5814 Edgewood Dr.	McKinney
52.	Ed Balli	Ed Balli	5814 Edgewood Dr.	McKinney
53.	GAIL WEILAND	Gail Weiland	6265 Wildwood Dr.	McKinney
54.	CHRIS ADAMS	Chris Adams	5105 QUAIL CREEK DR	MCKINNEY
55.	Margie Wilkes	Margie Wilkes	1313 Hidden Lakes Rd	McKinney
56.	VIM THOMPSON	Vim Thompson	1924 Harssett Creek	McKinney
57.	Cathy Thompson	Cathy Thompson	1924 Harssett Creek	McKinney
58.	VAINESSA BEATHIE	Vanness Beathie	1409 Constitution Dr	McKinney
59.	Chad Beathie	Chad Beathie	1409 Constitution Dr	McKinney
60.	SHERI BEGUIA	Sheri Beguia	2413 JOLIET PLACE	MCKINNEY



## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.



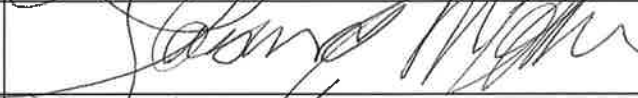




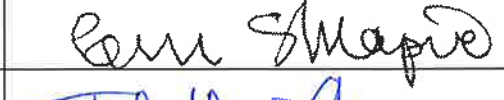
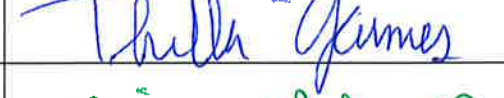

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
	Wynne Wells		204 Riviera Drive 75072	McKinney
61.	Diane Arnold		7701 S. Ballantrac Dr.	McKinney
62.	Susan Spoonmore		6201 Virginia Pkwy	McKinney
63.	Ann D Shapiro		7613 CHADWICK DR.	MCKINNEY
64.	ERIC S ADAMS		6201 VIRGINIA PKWY	McKinney
65.	Amy McBlister		6201 Virginia Pkwy	McKinney
66.	Amber Livingston		6201 Virginia Pkwy	McKinney
67.	Amy Dearden		105 Lacrosse Lane	McKinney
68.	Janine Lyons		6203 Virginia Pkwy	McKinney
69.	Pamela Perry		6201 Virginia	McKinney
70.	Janeim Calderon Lopez		470 Adriatic Pkwy #2139	McKinney

## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.


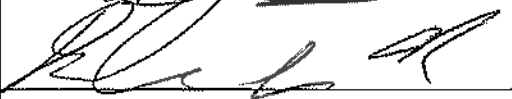


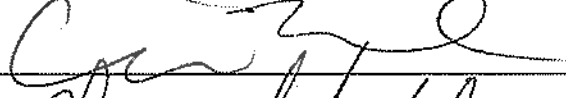
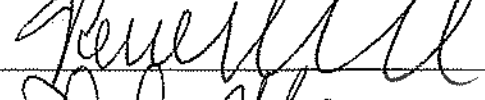
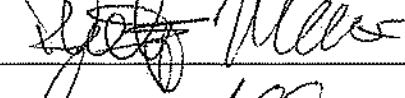
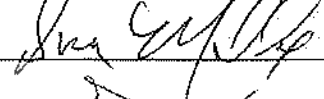
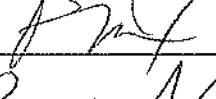

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
71.	Susan Bates		5 Virginia Pkwy	McKinney
72.	Bina Alfaro		Virginia Parkway	McKinney
73.	Jasmine Mehl		Leeds Dr	McKinney
74.	William Howard		Leeds Dr	McKinney
75.	Kynzie Dearden		Custer/Virginia	McKinney
76.	Wie Dearden		Custer/Virginia	McKinney
77.	Ray Lopez		470 Adwick Pkwy #2139	McKinney
78.	PAM SHAPIRO		7613 CHAPWICK DR.	MCKINNEY
79.	Thella James		6201 Virginia	McKinney
80.	Miracle Scott		Custer Ave	McKinney

## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

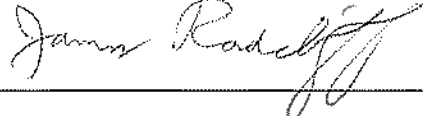
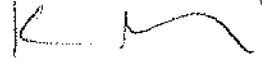

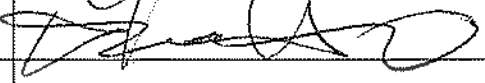
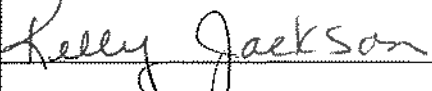

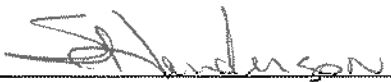
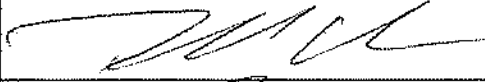

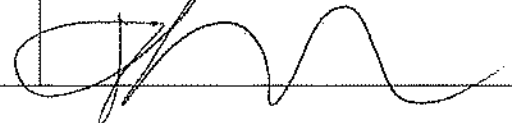
I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
81.	Teshia Bilecki-Barta		5011 Quail Creek Dr	McKinney
82.	Douglas A Beale		6401 Grand Bay Ct	McKinney
83.	Loena Torres		5916 Edgewood Dr	McKinney
84.	Rou Deune		1505 Wade Haven Ct.	McKinney
85.	Caleb Nelson		8800 Bent Tree Dr	McKinney
86.	Renee Nelson		8800 Bent Tree Dr	McKinney
87.	Philp Main		6133 Berkshire Rd	McKinney
88.	Doug Mally		2448 FAIR Timber Way	McKinney
89.	PAULA MADDOX		2448 FAIR TIMBER WAY	MCKINNEY
90.	Candice Arakabi		8504 Ardsley Pl	McKinney

## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

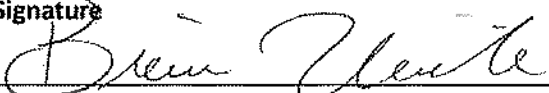
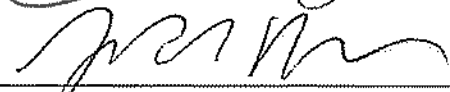

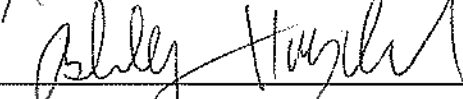
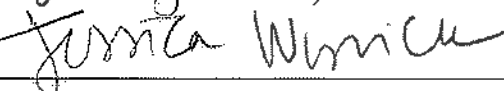
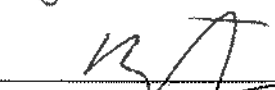


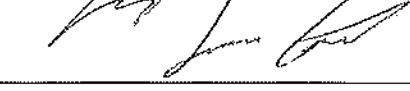

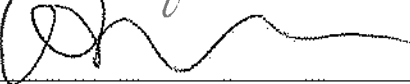
**I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

	Name	Signature	Address	City
91.	James Radcliff		1216 Hyde Park Drive	McKinney
92.	Kell Nimmer		316 Hitch Wagon Drive	McKinney
93.	Alexey Slobin		5900 Spring Hill	McKinney
94.	David Harap		1101 Bristlewood Dr.	McKinney
95.	Kelly Jackson		6608 Spring Wagon	McKinney
96.	Tamas Szabo		1824 Hackett Creek Dr.	McKinney
97.	STACY HENDERSON		6041 Old Course Cr	McKinney
98.	Russell Henderson		604 Old Course Cr.	McKinney
99.	Joe Miranda		1700 W Frankford Rd	Carrollton
100.	Jan Hansen		9511 Oakcrest Rd	McKinney

# NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
101.	Blanca Urioste		7409 Braemar Terr. McKinney TX 75071	McKinney 75071
102.	Justin Ruzar			McKinney, TX
103.	Dianne Blankenstein		213 Adonis Circle	McKinney TX
104.	Ashley Haydel		6617 Marguerite Cir	McKinney
105.	Jessica Wyrich		2201 Killarney Dr	McKinney TX
106.	Keith Wyrich		2201 Killarney Dr	McKinney TX
107.	Wendy Hoffmann		5806 Bridge Point Dr	McKinney
108.	Joseph Mill		708 Bluffwood Ave	McKinney
109.	Jose Garza		1301 Poplar Dr.	McKinney
110.	DEEPAK Pokhrel		1300 N CUSTER RD.	Allen
110.	Robert Hansen		8001 Oakcrest Dr	McKinney



# NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

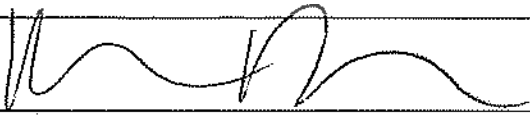
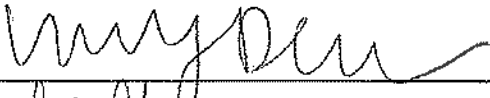
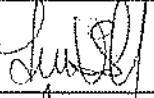
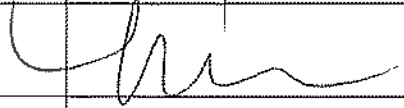
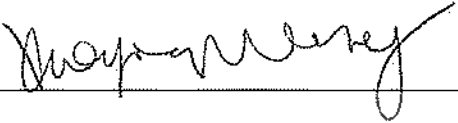

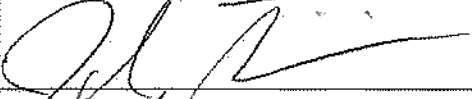
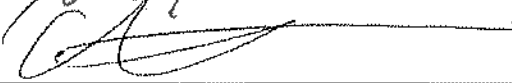
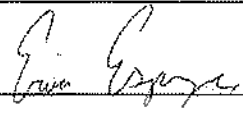

**I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

	Name	Signature	Address	City
111.	Brittany Mann	Brittany Mann	6133 Berkshire Rd	McKinney
112.	Jenny Maxey	Jenny Maxey	3601 Cascades Dr.	McKinney
113.	Doug Maxey	Doug Maxey	3601 CASCADES DR.	McKinney
114.	DAKHANGIR ZAKHIDOV	Dakhangir Zakhidov	3604 Ash Ln	McKinney
115.	Chad P.	Chad P.	7613 Burton Ln	McKinney
116.	Jenisha Sykes	Jenisha Sykes	1200 Silverlake Rd	McKinney
117.	Brittany Spann	Brittany Spann	6409 Carmel Falls Ct.	McKinney
118.	Jeff Larson	Jeff Larson	5905 W. 22 <sup>nd</sup> St	McKinney
119.			6409 Carmel Falls	
120.	Alma Deane	Alma Deane	1505 Wade Haven Ct	McKinney

## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

	Name	Signature	Address	City
121.	Kelsey Denne		1505 Wade Haven Court, McKinney, TX	McKinney
122.	Lindsey Denne		1505 Wade Haven Ct	McKinney
123.	Laja Villanueva		2408 Aberdeen Dr McKinney TX	McKinney
124.	Melissa Jones		3300 Clouds Creek Ct.	McKinney
125.	Xueying Wang		10224 Levelland Pl	McKinney
126.	Jagolna Jay Thomas		1612 Countrywalk Drive McKinney	McKinney
127.	John Munn		2631 Ariel Ct McKinney TX 75012	
128.	Mayu Khoury		2716 Palo Duro Canyon Dr	McKinney
129.	Erica Espinoza		300 Sparrow Hawk Dr	McKinney
130.	Muksh Sharma		6921 San Juan Trl	McKinney

# NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

*I strongly urge TxDOT to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.*

	Name	Signature	Address	City
131.	John Phillips		7925 Cantabrigia, McKinney, TX	McKinney
132.				
133.				
134.				
135.				
136.				
137.				
138.				
139.				
140.				



**From:** sue rump [REDACTED]  
**Sent:** Thursday, March 9, 2023 11:02 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:53 AM  
**To:** Susan Bates [REDACTED]  
**Subject:** RE: NO TO ROUTE C

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Susan Bates [REDACTED]  
**Sent:** Saturday, February 18, 2023 3:41 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO TO ROUTE C

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.

Route C would tragically and negatively impact several friends of mine. These folks positively impact the community providing therapeutic riding, church and community riding and events, local hat for rescue animals, and so much more.

It would run through all their front pastures, completely destroy their riding arena and honey bee yard, and it's less than 100 feet from homes and barns.

I support Route D, which goes through the flood plain and disrupts only 7 homes as opposed to the 29 homes on Route C.

Sincerely,  
Susan Bates

**From:** Susan Cane [REDACTED]  
**Sent:** Thursday, March 16, 2023 11:44 AM  
**To:** Stephen Endres  
**Subject:** Coit Rd to 1827

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.

I am writing today to express my concern regarding the diversion on Coit Rd. Since moving to Whitley Place in 2017 we have endured many changes to our environment. As a cancer patient I'm concerned about the air quality in our neighborhood. We have already seen the widening of Custer Road and the influx of traffic that it has resulted in. Also the additional expansion of First Street to accommodate two New Schools which already puts more vehicles on this road. I understand that we expected our community to grow but to expand a road to accommodate a community far away from ours is just wrong. Please take my comments into consideration for this project

.Thank You  
Susan Cane

**From:** Susan Hearst [REDACTED]  
**Sent:** Thursday, March 23, 2023 7:11 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

Hi Mr. Endres,

Thank you for providing the opportunity for me to comment on the 380 Bypass plans.

I live in Timbercreek, which is located just south of Bloomdale Rd., off of Hardin. It is distressing to envision a 6 or 8 lane highway just north of my home.

At night I can hear traffic from 75 when I sit in the backyard. With a new highway, I will hear noise from two directions. When I read about the planned route, I have never seen any information regarding noise abatement. My question is: Why can't this road be constructed further north, on unoccupied land? It appears to me that Bloomdale Rd. is the edge of the prairie, with a lot of vacant land to the north. Or, why can't the existing 380 be enhanced (like 635) with an express lane above or below???

I can only hope that the proposed route is put up for vote in Collin County.

Thank you for your patience,  
Susan Hearst

Sent from [Mail](#) for Windows

**From:** Susan Holdrich [REDACTED]  
**Sent:** Wednesday, March 15, 2023 11:47 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner, in the Ridgecrest neighborhood, and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Susan Holdrich

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 9:48 AM

To: Susan Ligon [REDACTED]

Subject: RE: US 380 Bypass/Coit Rd/ to FM 1827

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Susan Ligon [REDACTED]

Sent: Monday, February 27, 2023 10:15 AM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: US 380 Bypass/Coit Rd/ to FM 1827

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,

NO to Segment A

YES to Segment B

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT of the US 380 Bypass from Coit Road to FM 1827.

Thank you,

Susan Ligon

[A Texas Department of Transportation (TxDOT) message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety->

[campaigns%2Fendthetreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cef71f31ae9714e5f81c608db19a5c27b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131971937023210%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=pxXmoVjkfF6RCloggyYXIMuWsMev5L8YQqVg7K0pBOU%3D&reserved=0](https://www.fendthetreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cef71f31ae9714e5f81c608db19a5c27b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131971937023210%7CUnknown%7CTWFpbGZsb3d8eyJWIjojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikh1aWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=pxXmoVjkfF6RCloggyYXIMuWsMev5L8YQqVg7K0pBOU%3D&reserved=0)>

**From:** Reg Platt [REDACTED]  
**Sent:** Wednesday, March 22, 2023 4:45 PM  
**To:** Stephen Endres  
**Subject:** Public Comment on US 380 Bypass NE McKinney OPPOSE C and support D

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,

I am writing in **opposition to segment C** on the Blue and Brown alternatives of the 380 Bypass routes. I get honey from farmers whose business will be disrupted with the route passing through their properties.

Segment C will severely damage one of the largest remaining forests in central Collin County and will eliminate a large area of suitable habitat for endangered and threatened species.

Segment D on the purple and gold routes would appear to displace fewer homes. [http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc\\_US380\\_Roll%20Plot%201.15.2021.pdf](http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc_US380_Roll%20Plot%201.15.2021.pdf)

Sincerely,

Susan Platt



**From:** Susanne Cardona [REDACTED]  
**Sent:** Thursday, March 9, 2023 11:56 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Susanne Cardona

**From:** Susie Pepas [REDACTED]  
**Sent:** Thursday, April 20, 2023 4:51 PM  
**To:** Stephen Endres  
**Subject:** 380 bypass

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.

To whom it may concern: after reviewing the following body of work that our amazing team of residents have put together to address our concerns about the path that TxDot is taking on the 380 bypass, I felt I needed to echo all of these concerns. I love our unique environment and am thriving in its community involvement. I am an avid walker, biker and group exercise facilitator for our residents and am concerned about our safety, health, and future with the proposed decision. I am more that astonished by the lack of fiscal responsibility. Please reconsider these decisions.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices

are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision.

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears

to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to

members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that

there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a "front porch" community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

## **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

## **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

## **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Cason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies

related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected,



monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA

reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR](#) [About the methodology](#)
3. [American Economic Review 2011 The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board 2014 Policy Brief Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis 2015 Policy Brief Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

Case Studies & TxDOT Publications

1. [Air Alliance Houston 2019 Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston 2022 Why are we still building highways?](#)
3. [TxDOT 2023 I-35 Central DEIS](#)
4. [TxDOT 2023 I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT 2023 I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
  6. [Thomson Reuters Foundation 2022 In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters 2021 Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
  8. [The Guardian 2022 'It's just more and more lanes' the Texan revolt against giant new highways](#)
  9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

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    12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
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  14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
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    26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
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38. [Harvard 2016 Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives 2016 Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
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2. [IPCC 2022 Chapter 8 Transport](#)
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6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
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2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
  4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
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8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
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11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
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  17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
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  19. [CDC 2022 Climate Effects on Health.](#)
  20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

Susie Pepas

[REDACTED]

832-741-7113

2609 Pearl Street

McKinney, TX 75071



**From:** Suzette Lippa [REDACTED]  
**Sent:** Wednesday, March 8, 2023 1:29 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

In addition, a car wash is being built at the corner of Ridge and University Drive (380) which will also add to the congestion. The enterprise will be adjacent to a pre school and elementary school. On the opposite side of the corner of Ridge and 380, the CVS at 6161 University Drive is scheduled to close in April, taking away a vital medical resource for the neighborhood. When I moved from NYC in 2015, I knew that retail and residential building would increase here, but did not anticipate the chaos that the building of the Segment A would bring to the lifestyle in this part of Stonebridge Ranch.

Suzette Lippa  
6508 Grand Bay Court  
McKinney

Sent from my iPad

**From:** Suzette Drouillard [REDACTED]  
**Sent:** Thursday, April 20, 2023 7:16 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** 380 project concerns and questions

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 Ms. Clemens,

This letter contains questions to which I seek answers and expresses how this project will personally impact my and my husband's quality of life.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes; 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.

● Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.

● Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns. This would create a traffic choke point directly in front of our neighborhood.

● TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.

● TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.

● TxDOT also asserts that Segment A avoids impact to “ MainGait Therapeutic Horsemanship property, the subject of substantial public concern” . In fact, there is no great “ public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “ would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “ essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion. In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “ front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A consideration. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their recently proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents. We moved to Tucker Hill for the ability to live a life of quiet enjoyment of such beautiful outdoor spaces. We worked all our lives to be able to live here. For TXDOT to take that away from us is unconscionable.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of

highway segments

([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these

neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TXDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TXDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood? We are in our 60s and suffer from long term illnesses that can be life threatening. My husband is a diabetic and I have severe asthma and allergies, which would be further aggravated by the increased air pollution should Segment A move forward. How can we be sure emergency teams could reach us given the single entry point and likely choke points for traffic directly in front of our neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an



untenable position and are knowingly causing irreparable harm to us personally and to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction. But let me ask you this; would you want to live in this neighborhood if Segment A moves forward? Would you want to have that kind of a health risk in your own home?

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves. My husband works in the experimental motors division of Ford motor company. He is well aware that EVs are a very long way off from having a significant impact on air quality.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record. Even so, making a choice of Segment A based on comments and ignoring the overwhelming facts for a better alternative is not the way to make a decision.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places” . “Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is

prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Suzette McKee  
2720 Majestic Ave  
McKinney, TX 75071

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Sent from my iPhone

Sent from my iPhone

**From:** Suzette Drouillard [REDACTED]  
**Sent:** Thursday, April 20, 2023 3:47 PM  
**To:** Stephen Endres  
**Subject:** 380 issues and questions

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,

I am writing to point out the reasons why Segment A as an option for the 380 bypass should be rejected outright. I also seek some answers to a few questions.

I am a resident of the Tucker Hill subdivision, a uniquely charming neighborhood which would be most severely impacted by Segment A. However, even if I didn't live in this neighborhood, I would be strongly opposed to pursuing the route defined by Segment A. Here are the fact based economic, engineering/safety and environmental reasons, and some very important other reasons why Segment A should be rejected and TXDOT should proceed with either Segment B or use the outer loop to bypass business 380. Please tell me why all these facts that overwhelmingly show that Segment B is the better option did not result in that as the preferred option?

Why A must be rejected:

Economic:

- o Segment B costs \$99 Million less than Segment A (\$589.7M vs. \$688.5M) and saves valuable taxpayer dollars that can be spent on other projects

- o B is far less economically impacting to local businesses in the county than A, which will divide the road and limit access to local businesses. A would impact 17 local businesses most negatively via displacement

- o Segment B has just 2 major utility conflicts vs. 7 in A, for a significantly lower cost of relocation

- o Segment B displaces fewer existing structures: 12 homes, businesses and other barns/sheds/outbuildings vs. 31 in A

- o Segment B requires \$40 Million lower right of way cost (\$136.8M vs \$177.8M)

- Engineering and Safety:

- o Segment B provides a more gradual route without sharp corners or sharp grades vs. A.

- o Segment B does not require engineering 2 large aqueducts near residential areas vs. A.

- o Segment B's route uses land not yet developed, making the road more accessible to construction vehicles and less disruptive to existing neighborhoods and businesses

- o B diverts long haul trucker and long distance travel traffic away from local use of University Boulevard/local 380 west of 75, engineering a viable option for both local and long distance traffic and allowing more regional mobility

- o A separate Outer Loop option should divert traffic just 5 miles which is considered within the range of 5-10 miles of freeway spacing in urbanized areas.

- o Segment B avoids the significant problem of Segment A limiting access to the local hospital, fire and police departments trying to reach homes and businesses

- o Segment B avoids the safety issues present in A over years of construction for local teenagers and young drivers trying to reach 3 local high schools o Segment B is safer given the more gradual design, which can be important when considering severe weather conditions. It is unclear how cars and trucks traveling at 70 mph would navigate two very sharp turns present in Segment A's design

- o B requires fewer interchanges than A (5 vs. 6).

- Environmental:

- o Segment B enables a shorter morning commute travel time vs. A, which over the life of the road can have significant environmental benefits due to reduced pollution and congestion. One mile shorter can add up significantly over time to reduce air pollution.

- o Segment B does not require displacement of water resources and the local water supply. The 2 aqueducts required for Segment A would not be necessary with B o Segment B impacts substantially less wetlands, rivers and streams (0.7 acres of wetlands, 1,852 linear feet vs. 4,665 linear feet in A) o Segment B impacts far fewer acres of forest (35 vs 67 in A). Trees take DECADES to establish and host precious animal populations.

- o Both A and B have equal impact to floodplains and floodways combined and both impact from 41-67 acres of prairies and grasslands. A third option further north such as the outer loop may be worth considering given this.

- o Both A and B have impacts to multiple protected species, which is also an argument for a third, further north option. However, Segment B impacts fewer species and does not impact stop over habitats along Wilson creek, which is a black rail and whooping crane habitat.

- o Segment B has ZERO hazardous material site impacts, while A has 11 o Segment B impacts fewer acres of Statewide important farmland (2 vs. 14.9 in A)

- Additional Considerations:

- o Segment B does not impact the Manegait facility negatively. This has already been determined by expert studies. One person's wishes, however influential or political, should not be favored over the wishes of an entire city and the state's fiduciary responsibility to taxpayers.

- o Co-opting a protected group of people, those with disabilities, for personal gain is exploitive. Manegait was also offered a better location by The city of McKinney to relocate. It's much easier to relocate one farm, despite TXDoT's expert studies not showing that's necessary. Horse therapy is classified as augmentive and is not considered as essential physical or occupational therapy. Horse therapy is admirable and welcome. However, it should not be used for political or personal gain, particularly given the overwhelming evidence of Segment B being more viable.

Why did TXDoT think that it would be better to subject us as permanent residents to so much noise pollution and harm the lungs of entire families? Tucker Hill is full of children, the elderly, and people such as myself who have severe asthma or other health issues that would be aggravated by the increased pollution from a massive highway both in front and alongside the neighborhood.

- o Ridge road is also under development as a main arterial road that will serve the same purpose as the ramp proposed in Segment A. Therefore, Segment A would create duplicative waste.

- o There would be no easy access to the Tucker Hill neighborhood for residents, visitors and emergency vehicles with Segment A. How would TXDoT ensure that emergency vehicles could reach my husband and me if he were to suffer a diabetic episode, I suffered a severe asthma attack or either of us or our neighbors had any other emergency? Given the

proposed double 90 degree turns dire  
would make it very difficult for any emergency vehicle to reach us. How would that even work?

Residents would need to travel up to 10 minutes out of their way via multiple turns further along the proposed Segment A route to enter or exit the neighborhood. Hundreds of families live in this unique and charming local community. Its front porch peace and quiet would be destroyed with Segment A having a multilane freeway wrapping along both the east side of the community and 150 feet from its front doors.

Truly though, a third option should be teed up such as using the outer loop. But A is an abomination. B is better and the facts speak for themselves that B is the correct choice vs. A. Please help us keep our local character and keep 380 for the locals who live here.

Thank you so much for your attention to this issue, and I await your answers to my questions.

Suzette McKee  
2720 Majestic Ave  
McKinney, TX 75071

Sent from my iPhone

Sent from my iPhone

**From:** Suzette Drouillard [REDACTED]  
**Sent:** Thursday, April 20, 2023 3:24 PM  
**To:** Stephen Endres  
**Cc:** Dennis McKee; Dennis McKee  
**Subject:** 380 project concerns

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.

To whom it may concern:

This letter contains questions to which I seek answers and expresses how this project will personally impact my and my husband's quality of life.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e. TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous

analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes; 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TxDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns. This would create a traffic choke point directly in front of our neighborhood.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “ MainGait Therapeutic Horsemanship property, the subject of substantial public concern” . In fact, there is no great “ public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public

concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “ would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “ essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion. In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

## **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “ front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and



moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A consideration. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their recently proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents. We moved to Tucker Hill for the ability to live a life of quiet enjoyment of such beautiful outdoor spaces. We worked all our lives to be able to live here. For TxDOT to take that away from us is unconscionable.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT's traffic analysis continues to be flawed and incomplete.

## **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

## **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason Clemons and TxDOT staff dated February 26th, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that

Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TXDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood? We are in our 60s and suffer from long term illnesses that can be life threatening. My husband is a diabetic and I have severe asthma and allergies, which would be further aggravated by the increased air pollution should Segment A move forward. How can we be sure emergency teams could reach us given the single entry point and likely choke points for traffic directly in front of our neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to us personally and to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM<sub>2.5</sub>, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction. But let me ask you this; would you want to live in this neighborhood if Segment A moves forward? Would you want to have that kind of a health risk in your own home?

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves. My husband works in the experimental motors division of Ford motor company. He is well aware that EVs are a very long way off from having a significant impact on air quality.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We

argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record. Even so, making a choice of Segment A based on comments and ignoring the overwhelming facts for a better alternative is not the way to make a decision.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT. “NEPA is About People and Places” . “Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.”

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Suzette McKee  
2720 Majestic Ave  
McKinney, TX 75071

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#### Resources

1. [TxDOT 2022 DEIS](#)

**From:** [REDACTED]  
**Sent:** Saturday, March 11, 2023 9:18 PM  
**To:** Stephen Endres  
**Subject:** US 380 bypass Collin County

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.

## NO to Segment A

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
**Suzy Sumrall**

**From:** T&C Fredricks [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:02 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 9:57 AM

To: Tama Montgomery [REDACTED]

Subject: RE: No to Segment A

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Tama Montgomery [REDACTED]

Sent: Saturday, February 25, 2023 8:45 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: No to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Segment A will be less than 1/2 mile from my home, seriously increasing the traffic noise, not to mention the construction noise all day long for years while this is being built. Like many now, I work from home so this will impact my ability to conduct meetings and perform my job, potentially risking my livelihood.

I'm also very concerned about the high risk Hazardous Materials that will be disturbed only 1 mile from my home.

Stonebridge, located directly behind my back fence will become a main feeder to the highway entrance just up the street, ruining my peace and quiet enjoyment in my home, and backyard, not to mention dropping my property value. I would have never bought here if I knew I was going to be so close to a major highway!

If this project is approved I will have to move again and as a single senior person that is no small task.

Please consider alternatives to this proposal.

Thank you  
Tama Montgomery

[A Texas Department of Transportation (TxDOT)  
message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C4d6cbaf26a5a48a5dac708db19a5450b%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638131969831330402%7CUnknown%7CTWFpbGZsb3d8eyJWljoimC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IkhWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=Doi5PRLaB9TLeDP0pnu8rPTIBGegqop82PyUcl9w044%3D&reserved=0>>

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Thursday, February 23, 2023 9:06 AM  
**To:** Tami Johnston [REDACTED]  
**Subject:** RE: US 380 EIS: Support for Proposed Route A-E-C (the Blue Alternative)

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Tami Johnston [REDACTED]  
**Sent:** Wednesday, February 22, 2023 2:22 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 EIS: Support for Proposed Route A-E-C (the Blue Alternative)

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,

I am writing in support of the Proposed Route A-E-C (The Blue Alternative) that was presented at the public meeting held on Thursday, February 16, 2023. I agree with TXDOT's findings specifically regarding Segment A. Segment A would:

- Displace fewer homes in comparison to Segment B;
- Result in fewer impacts to planned future residential homes in Ladera and Malabar Hills;
- Avoid displacing numerous proposed residences under construction west of Custer Road;
- Utilize more of the existing US 380 alignment through Prosper; and
- Avoid impacting ManeGait Therapeutic Horsemanship property, a very important and highly-valued provider of services to Veterans and children with disabilities.

Thank you so much for your work on this 380 project.

Sincerely,



**From:** Tammy Pennington [REDACTED]  
**Sent:** Wednesday, March 15, 2023 12:51 PM  
**To:** Stephen Endres  
**Subject:** Dear Mr Endres

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,

Please, please for the love of all that is good... keep alignment A or widen 380 to alleviate congestion on HWY 380. Please do not punish Prosper for McKinney's mistake of not planning for future growth. I hate to hear of any neighborhoods being harmed or destroyed by a bypass. I think the most kind option is widening 380. Alignment A is the second least harmful option if a bypass is mandatory. I am saddened by what seems to be little regard for neighborhoods that did not build on a highway being harmed or destroyed. Peoples homes are their sanctuary. Be kind to the homeowners and the wetlands. A bypass doesn't really align with the Nature part of McKinney's Unique by Nature motto. Not to mention the Mayor being a developer seems like a conflict of interest when it comes to what is in the best interest of it's citizens. Prosper has planned for widening of 380.. please don't punish us.

Blessings.... I know this has been a challenge.

Sincerely,  
Tammy Pennington  
Prosper Resident

**From:** Peter and Tania Chevalier [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:45 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thanks,  
Tania and Peter

## 380 Bypass Comments

### Construction Phase Traffic:

Regarding Segment A vs. Segment B, the comparison used for the recommendation is lacking because it fails to address the impact to traffic on US 380 during the period of construction, which based on the fly through video most recently shared, will be substantial.

Segment B could be built from the NE to the SW, with the it-in to the current 380 taking place during the final stage of construction, which would allow traffic to flow normally for the majority of the construction project. Contrast that with Segment A, which impacts a much larger extent of the existing road, creating a substantial impact to road traffic during the construction phase.

Since the main project objective, as we have been told, is to improve traffic on 380, the feasibility comparison cannot be complete without comparing the impact of the project's execution on the end it pursues. The absence of this comparison on the draft EIS is substantial grounds to revisit the decision.

### Wildlife habitat:

Property 2689146 is a county-designated wildlife habitat with an active management plan. The area is home to a substantial population of coyotes, active songbirds, waterfowl, deer, bobcats, and beavers. The robust beaver population creates a natural wetland that serves as a habitat unique to the area in that it is accessible to nature enthusiasts and large enough to support the numerous species identified above. The wetland ecosystem created naturally in this area is an important flood control measure. The EIS is performed in the absence of assessing the net impact on watershed due to construction on the Wilson Creek corridor to the SE of the proposed project. Reducing the wetland area in the proposed development region will put additional strain on the downstream areas of Tucker Hill that are also increasingly narrowed and hardened with concrete. AN updated holistic floodplain analysis must be undertaken to ascertain the feasibility of safely construction this project, given development outside of its boundaries.

Tara Lenney

**From:** TED [REDACTED]  
**Sent:** Monday, March 13, 2023 1:28 PM  
**To:** Stephen Endres  
**Subject:** Tucker Hill and 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.

We live on Grassmere Lane and have for almost 6 years. We fell in love with this neighborhood at first sight due to the lovely trees and beautiful craftsman homes. People from all over come year round to take wedding and prom/dance pictures and often have cars stop to take pictures and leave nice notes regarding looking at Christmas lights etc. Once we had a man propose in our front yard because he wanted pretty pictures.

Although we have been to meetings, submitted letters and followed the progress of the 380 expansion, we are now hearing terrible things. We were encouraged when option B was being considered yet that was squashed even though it would cost less which seems crazy. We then came to terms and tried to look at the bright side of option A when we heard it would be below ground level. Now we have learned that it will raise into the sky we are told anywhere from 900-1700 feet from our backyard. This week we went and bought a new tree trying to see if that would cover the view of this monstrosity from our family room windows even though it would not help with noise levels. If this doesn't help we will be forced to sell at what I am sure will be a decreased value from before. It does seem as if this neighborhood is being singled out and discriminated against or sold out as it literally wraps around us on more than one side. As I drive the nearby area there is so much undeveloped land this crunch seems unnecessary.

I have also heard that trees and sound barriers will not be provided. We continue to ask for option B to be considered. If that is no longer an option, I would ask that you consider keeping the road below level as it wraps the neighborhood until it has passed the last home to the north before it ascends. I would also ask for plenty of large trees on both sides of Tucker hill being affected as well as a sound barrier wall of some sort. I can't imagine our community pool will be very relaxing as we hear the highway noise. We are obviously doing something wrong here since a sound barrier is being provided for the other side of the highway only.

Thank you for your consideration,  
Ted and Jill Kopinski

Sent from [Outlook](#)

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:36 PM  
**To:** Support Inbox [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Support Inbox [REDACTED]  
**Sent:** Friday, February 24, 2023 9:30 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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.

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Teresa M. Gahan

**From:** Teri Meier [REDACTED]  
**Sent:** Tuesday, March 14, 2023 12:40 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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,

As a homeowner and citizen of McKinney, TX. I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Teri Tallman

**From:** Terri Belanger [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:25 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Terrie Rice [REDACTED]  
**Subject:** RE: US 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Terrie Rice [REDACTED]  
**Sent:** Saturday, February 25, 2023 10:46 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** US 380 Bypass

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.

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., **I strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Terrie Rice



**From:** Terry Stephenson [REDACTED]  
**Sent:** Thursday, April 20, 2023 9:39 AM  
**To:** Stephen Endres  
**Subject:** Bypass Concerns

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 write you once again about my concerns regarding the Segment A impacts on Tucker Hill, one of McKinney's premier neighborhoods.

I'm sure by now you've gotten numerous emails from Tucker Hill Residents regarding

- The fact that Segment B impacts fewer homes
- The fact that Segment B has less environmental impact than Segment A
- The fact that Segment B is significantly financially less expensive than Segment A
- TXDot's putting MainGait's concerns over the residents of Tucker Hill for whatever reason
- Noise pollution affecting Tucker Hill residents
- Community impacts affecting Tucker Hill residents
- Aesthetic impacts affecting Tucker Hill residents
- TXDots inaccurate traffic analysis
- Community cohesion
- Construction air and noise pollution affecting Tucker Hill residents
- Segment A's shift closer to Tucker Hill without notice
- Alleged invalid comments submitted by Bill Darling impersonating Tucker Hill residents

So, since you've probably gotten several comments regarding the above, I would just like to tell you that my wife and I are elderly and each have chronic health issues and our concerns are

- The apparent lack of studies regarding air quality. The quality of air we breathe is very important to our overall health. I fear that the construction while building Segment A and the ongoing air pollution after construction will be detrimental to our overall health.
- The apparent lack of studies regarding noise pollution. Proper sleep and rest is important to us and I fear that the construction noise and the bypass traffic noise will be detrimental to our overall health.
- I really don't understand the air and sound quality measures used. Can you explain them to me in layman's terms? Can you explain to me where the monitors were located in Tucker Hill for the studies?
- Emergency response time during the constructing period. How will that be addressed?
- What will happen to the overflow parking at Harvard Park when you take part of their parking lot? Will that overflow into Tucker Hill?
- Please explain to me why TXDot put MainGait's concerns over the residents of Tucker Hill...

Thank you for listening to my concerns. I look forward to your responses and pray that you will reconsider and NOT build the Segment A bypass.

Terry & Kathy Stephenson  
7404 Ardmore Street

**From:** Terry Stephenson [REDACTED]  
**Sent:** Tuesday, March 7, 2023 10:24 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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.

Stephen,

I am a resident of Tucker Hill. I have voiced my concerns with you prior to Option A being the "preferred option" for TxDot.

I'm trying to understand why Option A was "preferred" over Option B. I suppose it's politics. Maybe and airport?

Option A is less expensive and less disruptive for homes and businesses. Is it better to spend more money (\$200 million?), destroy home values and uproot existing businesses rather than move ManeGait horses to a different location? What an unnecessary tax burden to the residents of McKinney.

Also, why is Billingsly suddenly clearing land (since the announcement of Option A being preferred) close to the new Ridge Road extension to build future apartments, therefore pushing the bypass closer to Tucker Hill and destroying existing home values and quality of life in one of the premier neighborhoods in McKinney? That doesn't seem right!

If Option A is a go forward, how will you address noise pollution and air pollution for Tucker Hill and Stonebridge residents? How will Tucker Hill residents get in and out of the neighborhood? Where's the promised Stonebridge extension and Tucker Hill access to it? Is that politics as well?

With an Outer Loop being constructed at this very time, why build a bypass or widen 380 at all? I don't recall any bypasses to 635, 190 or 121?

Regarding the widening of 380 from the Option A bypass- how will you address the bottlenecks that will surely happen going from 12 lanes back down to 6 lanes both eastbound and westbound? Why widen 380 for just 2-3 miles creating those future bottlenecks? Seems like it'll be worse than what exists today.

If I'm missing something here, please feel free to reply back to me and maybe that will help me understand the logic that went in to these, to me, idiotic decisions.

Terry Stephenson

Sent from [Mail](#) for Windows

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, March 13, 2023 4:35 PM  
**To:** Terry Stephenson  
**Cc:** Dan Perge; John Hudspeth; Travis Campbell; Ashton Strong; Grace Lo; Melissa Meyer; Tony Hartzel; Madison Schein; Christine Polito; Ceason Clemens  
**Subject:** RE: Extension period

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** Terry Stephenson [REDACTED]  
**Sent:** Monday, March 13, 2023 9:19 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Extension period

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.

I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

Terry Stephenson

**From:** Terry Stephenson [REDACTED]  
**Sent:** Saturday, April 1, 2023 1:55 PM  
**To:** Stephen Endres  
**Subject:** Extension

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 am writing to request an additional extension of time to submit comments for the EIS as our lives, our homes, our health, and our safety will be potentially impacted daily by the actions of TxDOT. Our neighborhood leaders were waiting for a meeting with TxDOT engineers and experts to clarify some of our outstanding questions to help with our comments and after a month of waiting were told by TxDOT the meeting would no longer be an option. This has left us trying to sort out our study-related questions and hundreds of pages of analysis on our own over the past ten days. We have an outstanding list of questions regarding the noise and air pollution studies, mitigation, community impacts, traffic data, and the overall process. The city of McKinney has agreed to meet with our neighborhood leaders to help with our mitigation concerns, but that critical meeting, in order for us to submit proper comments, is pending a date that will likely not occur until after April 5.

Our comments over the past 7 years have largely been shaped by what we learn from the TxDOT engineers and experts. According to the NEPA process, we know that once the comments have been collected, those comments are what help to shape the next steps of the FEIS and ROD. While a meeting with TxDOT would still be our preference, if we are left to continue to sort this out independently, we need more time. We were only given notice that our questions would not be answered on March 20, 2023. As the regulation allows for a longer comment period if deemed necessary to ensure the public and other stakeholders have sufficient time to review and provide meaningful input on complex or contentious projects, I hope we as homeowners and taxpayers can be afforded this patience and grace as we aim to learn more, respond thoughtfully, and protect our families and communities.

Thank you,  
Terry Stephenson



February 27, 2023

Ms. Christine Polito  
Environmental Project Manager  
Texas Department of Transportation  
4777 E. Highway 80  
Mesquite, Texas 75150-6643

RE: Draft Environmental Impact Statement for US 380 from Coit Road to FM 1827, Collin County, Texas (CSJs: 0135-02-065, 0135-03-053, and 0135-15-002)

Dear Ms. Polito:

Texas Parks and Wildlife Department (TPWD) has reviewed the Draft Environmental Impact Statement (DEIS) upon TxDOT's Notice of Availability of DEIS received by our office on January 13, 2023, regarding the above-referenced transportation project.

TPWD, as the state agency with primary responsibility for protecting the state's fish and wildlife resources and in accordance with the authority granted by Parks and Wildlife Code (PWC) § 12.011, hereby provides the following comments and recommendations to minimize adverse impacts to natural resources.

Please be aware that a written response to a TPWD recommendation or informational comment is required by TxDOT as outlined in the 2021 Memorandum of Understanding (MOU) between TxDOT and TPWD. See PWC § 12.011(c) for further guidance. For tracking purposes, please refer to TPWD project number 49911 in any return correspondence on this project.

### Project Description

Section 2.2 (page 2-8) of the DEIS included the following "Descriptions of Reasonable Alternatives and the No-Build Alternative" for the project: *"Four reasonable alternatives for the improvement of US 380 McKinney are carried forward for detailed study in addition to the No-Build Alternative. The four reasonable alternatives –Purple, Blue, Brown, and Gold – range in length from approximately 14.8 miles to approximately 16.3 miles. Each would construct an 8-lane, access controlled freeway with 2-lane, one-way frontage roads on each side connecting Coit Road and existing US 380 on the west in Prosper with existing US 380 and FM 1827 on the east in McKinney. Frontage roads may be eliminated, and the primary travel lanes may be depressed (lowered) or elevated (on bridge/viaduct) to minimize impacts in some locations. Bridges and overpasses along the mainlanes would have a desired vertical clearance of 18.5 feet, with a vertical clearance over railroads proposed at 23.5 feet. The freeway facility would include ramps, direct connector roadways, and connections to existing and planned arterial roadways to support local roadway network connectivity. A multi-*

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T. Dan Friedkin  
Chairman Emeritus  
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David Yoskowitz, Ph.D.  
Executive Director

Ms. Chris  
Page 2 of 6  
February 27, 2023

*level interchange is proposed at US 75/SH 5 with grade-separated interchanges at other primary local roadways depending on the alternative. Shared-use paths (SUPs) would be built along the outside of the frontage roads to provide bicycle and pedestrian accommodations and to support multi-modal access. The western end of the project would transition to an at-grade intersection near Coit Road to connect to existing US 380, and a grade-separated interchange would connect the east end of the new location alignment to existing US 380 near FM 1827. The freeway would be constructed, primarily on new location, within an anticipated ROW width ranging from approximately 330 feet to 1,582 feet (US 75 interchange) with an average ROW width of approximately 420 feet. Additional ROW would be required at interchanges.”*

Section 2.2.2 of the DEIS provides further “Descriptions of the Build Alternatives” for the project: *The four Build Alternatives evaluated in the DEIS are each comprised of three segments. The segments were developed to address issues specific to the three focus areas identified within the Study Area (Figure 2-8). Segments A and B on the west side of the Study Area provide two options for connecting to existing US 380, with Segment A being farther east and generally following more of the existing US 380 alignment through Prosper, while Segment B leaves the existing US 380 alignment farther to the west traveling northeast across a part of Prosper planned for development. Segments C and D on the east side of the Study Area provide options for crossing the East Fork Trinity River and associated floodplain/floodway areas. Segment C stretches farther east out of the floodplain crossing sparsely developed lands before turning south to connect to existing US 380. Segment D straddles the floodplain for most of its length and would be constructed on bridge/structure to minimize effects on the function of the floodplain while also avoiding wetlands and sensitive habitats. Segment E is the Common Segment shared by all of the Build Alternatives that primarily follows the existing alignment of Bloomdale Road along the northern edge of McKinney.*

### **Proposed Alternative in DEIS**

The Blue Alternative, which is comprised of Segments A, E, and D, is the Preferred Alternative in the DEIS recommended by TxDOT for this project. TxDOT’s Selected Alternative will be given in a combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

### **Previous Coordination**

After attending an Agency Scoping Meeting on October 29, 2020, TPWD provided recommendations on November 23, 2020, for natural resource information, issues, or concerns for this project. TxDOT submitted a request for initial collaborative review on January 24, 2022, under the 2021 TxDOT-TPWD MOU and provided early environmental documents for review. TPWD provided additional recommendations to minimize adverse impacts to natural resources on April 21,

Ms. Chris  
Page 3 of 6  
February 27, 2023

2022, and TxDOT provided responses to TPWD's recommendations on July 6, 2022.

**Recommendation:** Please review previous TPWD correspondence in Appendix E of the DEIS and consider the recommendations provided, as they remain applicable to the project as currently proposed. TPWD also recommends including this letter in Appendix E for Agency Coordination.

**Recommendation:** As indicated in TPWD's November 23, 2020, scoping letter, TPWD recommended utilizing existing roadways to minimize impacts to floodplains, streams, wetlands, wildlife and aquatic habitat, as well as, reducing habitat fragmentation from new location roads. Further, TPWD advised against and discouraged the selection of Segments C and D, as both eastern segments would impact the East Fork Trinity River, and TPWD also noted that TxDOT should consider Segment D rather than Segment C. The Preferred Alternative has high impacts to streams, wetlands, floodplains, forest and grassland habitat that are valuable to fish and wildlife species. These sensitive areas should be protected to the maximum extent possible. TPWD recommends the consideration of additional modifications to the road alignment of the Preferred Alternative's eastern segment (Blue Alternative) to further minimize natural resource impacts.

### **Comments on the DEIS**

Appendix E in the DEIS includes documentation of TPWD's response on April 21, 2022, to TxDOT's initial collaborative review under the 2021 TxDOT-TPWD MOU that states "TPWD recommends that the Draft EIS provide all individual BMP within a category that TxDOT will commit to implement from TPWD's Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources" (page 19).

**Recommendation:** TPWD notes that a newer version of TxDOT's Form "*Documentation of Texas Parks and Wildlife Department Best Management Practices*" (TPWD BMP Form in DEIS) with an effective date of April 2022 can be accessed on TxDOT's Natural Resources Toolkit Website (see link: [300-04-frm.docx \(live.com\)](#)). TPWD recommends accessing the newer version of the TPWD BMP form to document the BMP for the project and updating the DEIS.

**Recommendation:** TPWD recommends that the full language of all individual BMP within a category be added to the TPWD BMP Form in the DEIS dated on January 21, 2022 (pages 79-81) in Appendix O and updating the DEIS. TPWD understands that this list of project commitments made be revised at a later date if a change arises during the period between the National Environmental Policy Act (NEPA) process and construction phase. The TPWD BMP form is the key document of the DEIS for TxDOT to describe all

Ms. Chris

Page 4 of 6

February 27, 2023

proposed measures to avoid and minimize impacts to wildlife and fish species and their habitats prior to, during, and after construction for the project. A full description of the proposed measures provides a clear record of commitments to enable the public and other local, state, and federal agencies to understand how TxDOT plans to avoid and minimize impacts to natural resources from this project. It is important to further clarify and address these measures that will be taken by TxDOT to reduce environmental impacts in the DEIS.

### **Impact to Vegetation/Wildlife Habitat**

The Preferred Alternative includes a mixture of habitat types, including prairies, grasslands, riparian forests, and woodlands, that covers approximately 468.7 acres (601.4 acres W/Spur) out of the proposed right-of-way's (ROW) 1,083.5 acres. The Preferred Alternative may permanently impact the most forested habitat and the next most grassland habitat through the clearing of vegetation. Herbaceous species would be used to revegetate the exposed areas of soil.

**Recommendation:** TPWD recommends using site planning and construction techniques to avoid or minimize disturbance to native vegetation and preserve existing native trees, shrubs, grasses and forbs, and aquatic and wetland systems. Locally adapted native species should be used in landscaping and revegetation for vegetation impacted by the project to benefit wildlife. Also, where possible, clearing of understory vegetation should be minimized because such vegetation provides habitat to many different species of wildlife. Natural buffers contiguous to any stream or wetland should remain undisturbed to preserve wildlife cover, food sources, and travel corridors if possible.

### **Water Resources**

The Preferred Alternative identified an estimated 35.65 acres of water features within the environmental footprint and would permanently impact 10,353 linear feet of streams (10,712 linear feet W/Spur) and 1.10 acres of wetlands. The Preferred Alternative would have the greatest permanent impact on streams and wetlands. Bridges and elevated road sections would be used to span streams and wetlands, vegetation clearing of streams and forested wetlands would be minimized, and placement of fill material would be minimized in jurisdictional areas. TxDOT would purchase mitigation credits from stream and wetland banks within service area. An Individual Standard Permit under Section 404 is not expected.

**Recommendation:** TPWD appreciates that TxDOT will incorporate the use of bridges and elevated road sections in the project design to span streams and wetlands. TPWD continues to recommend the selection of the alignment with the least impact to streams and wetlands for the project. Care should be taken to avoid multiple crossings of rivers and creeks and therefore removing large



Ms. Chris  
Page 5 of 6  
February 27, 2023

sections of riparian habitat. River and creek crossings should be located in previously disturbed areas and in areas where vegetation removal or disturbance can be avoided or minimized to prevent further fragmentation of the riparian corridors associated with these waterways.

### **Invasive Species**

The DEIS does not address the potential of the project to introduce or spread invasive plants and animals during construction activities that may require equipment and materials to come into contact with inland water bodies. The colonization by invasive species, including harmful fish, shellfish, and plants, should be actively prevented when entering or leaving waters at the project site.

**Recommendation:** TPWD recommends implementing the following Invasive Species BMP to prevent the inadvertent transfer of invasive plants and animals to and from the project site as outlined in TPWD's *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources (Version September 17, 2021)*.

- For all work in water bodies designated as 'infested' or 'positive' for invasive zebra (*Dreissena polymorpha*) or quagga mussels (*Dreissena bugensis*) on <http://texasinvasives.org/zebramussels/> as well as waters downstream of these lakes, all machinery, equipment, vessels, or vehicles coming in contact with such waters should be cleaned prior to leaving the site to remove any mud, plants, organisms, or debris, water drained (if applicable), and dried completely before use in another water body to prevent the potential spread of invasive mussels.
- Care should be taken to prevent the spread of aquatic and terrestrial invasive plants during construction activities. Educate contractors on how to identify common invasive plants and the importance of proper equipment cleaning, transport, and disposal of invasive plants in a manner and location that prevents spread when invasive plants are removed during construction.
- Care should be taken to avoid the spread of aquatic invasive plants such as giant Salvinia (*Salvinia molesta*), common salvinia (*Salvinia minima*), hydrilla (*Hydrilla verticillata*), water hyacinth (*Eichhornia* spp.), Eurasian watermilfoil (*Myriophyllum spicatum*), water lettuce (*Pistia stratiotes*), and alligatorweed (*Alternanthera philoxeroides*) from infested water bodies into areas not currently infested. All machinery, equipment, vessels, boat trailers, or vehicles coming in contact with waters containing aquatic invasive plant species should be cleaned prior to leaving the site to remove all aquatic plant material and dried completely before use on another water body to prevent the potential spread of invasive plants. Removed plants should be transported for disposal in a secure manner to prevent dispersal.

Ms. Chris  
Page 6 of 6  
February 27, 2023

- Colonization by invasive plants should be actively prevented on disturbed sites in terrestrial habitats. Vegetation management should include removing or chemically treating invasive species as soon as practical while allowing the existing native plants to revegetate the disturbed areas; repeated removal or treatment efforts may be needed. Only native or non-invasive plants should be planted. Care should be taken to avoid mowing invasive giant reed (*Arundo donax*), which spreads by fragmentation, and to clean equipment if inadvertently mowed to prevent spread. If using hay bales for sediment control, use locally grown weed-free hay to prevent the spread of invasive species. Leave the hay bales in place and allow them to break down, as this acts as mulch assisting in revegetation.
- Aquatic invasive species (e.g., tilapias (*Oreochromis* spp., *Tilapia zillii*), suckermouth armored catfish (*Hypostomus plecostomus*, *Pterigoplichthys* spp.), Asian clams (*Corbicula fluminea*), zebra mussels (*Dreissena polymorpha*)) or those not native to the subwatershed should not be relocated but rather should be dispatched. Invasive mussels attached to native mussels should be removed and destroyed or disposed prior to relocation of the native mussels. Prohibited aquatic invasive species, designated as such in 31 TAC §57.112, should be killed upon possession.

TPWD appreciates the opportunity to provide comments and recommendations for the DEIS of this project. If you have any questions, please contact me at (512) 389-4579 or Suzanne.Walsh [REDACTED].

Sincerely,



Suzanne Walsh  
Ecological and Environmental Planning Program  
Wildlife Division

SCW:49911

**From:** tezarah reagan [REDACTED]  
**Sent:** Wednesday, March 8, 2023 4:59 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

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**As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.**

**Thank you for your time,  
Tezarah Reagan**

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:01 AM  
**To:** TFC [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** TFC [REDACTED]  
**Sent:** Saturday, February 25, 2023 11:48 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

As a homeowner very close to segment A and citizen of McKinney, TX., I strongly **OPPOSE** the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.



April 3, 2023

TxDOT Dallas District  
ATTN: Stephen Endres, P.E.  
4777 East US Highway 80  
Mesquite, TX 75150  
[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)

RE: FM 1827 and Future US 380 Interchange

Per our April 2, 2022 letter, the Town Council is still in favor of the Segment D alignment.

New Hope Road is a primary conduit providing access to E University drive, and as such, a conduit to Princeton, downtown McKinney, Sam Rayburn Tollway and Central Expressway (75) for southbound traffic for New Hope residents.

In the proposals that we have viewed in the February 2023 public hearings, the direct connection between New Hope Road and E University Drive will be severed as presented in Inset G alternative design.

Instead, westbound traffic from New Hope Road will need to travel northwest on the proposed US 380 bypass and then need to use a turn-around to return to access downtown McKinney, Sam Rayburn Tollway and Central Expressway (75). Alternatively, traffic would need to use FM 2933 and follow a similar path to access downtown McKinney, Sam Rayburn Tollway and Central Expressway (75).

This will create an overwhelming burden on FM 2933 and does not provide a significantly better route than the New Hope Rd/proposed US 380 bypass route.

Traffic bound for Princeton would also then naturally route through Tarvin Rd/CR 337. Tarvin/337 is a narrow county road and not constructed to be used as a main thoroughfare.

This solution of severing the direct connection between New Hope Road and E University drive is therefore an unacceptable proposal.

Please advise as to an alternative routing/solution that does not sever the New Hope Road / E University Drive connection.

Respectfully,

The Town Council of New Hope  
Collin County, Texas

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**From:** Thomas Bald [REDACTED]  
**Sent:** Thursday, March 23, 2023 12:38 PM  
**To:** [REDACTED]; Stephen  
Endres  
**Subject:** US 380 Bypass Northeast 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.

I strongly oppose Segment C and support Segment D. There are too many environmental concerns with Segment C. Texas Parks and Wildlife prefers Segment D.

I'm also concerned that many more residents, businesses and community services are affected by Segment C.

Once again, I oppose Segment C!

**From:** Thomas Bald [REDACTED]  
**Sent:** Thursday, March 23, 2023 12:39 PM  
**To:** [REDACTED]; Stephen  
Endres  
**Subject:** US 380 Bypass Northeast 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.

I strongly oppose Segment C and support Segment D. There are too many environmental concerns with Segment C. Texas Parks and Wildlife prefers Segment D.

I'm also concerned that many more residents, businesses and community services are affected by Segment C.

Once again, I oppose Segment C!

**From:** Thomas George [REDACTED]  
**Sent:** Tuesday, March 7, 2023 8:33 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Best regards,  
Thomas George



**From:** Thomas Titus [REDACTED]  
**Sent:** Tuesday, March 28, 2023 8:02 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., **I strongly oppose the construction of Segment A** for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden, destroy fewer businesses and homes. I would expect an office in our state government to not make decisions that cost the taxpayers more money.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Thomas L Titus

**From:** [REDACTED]  
**Sent:** Wednesday, March 8, 2023 4:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, **that will cost less**, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to **implement Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thomas Mitchell

**From:** tom vandenbush [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:51 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Regards  
Thomas Vandenbush  
6100 Belle court  
McKinney Texas 75072  
972-922-3533

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:43 AM  
**To:** Tim-Melody Easterwood [REDACTED]  
**Subject:** RE: 2500 FM 2933, McKinney, TX

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Tim-Melody Easterwood [REDACTED]  
**Sent:** Monday, February 27, 2023 11:43 AM  
**To:** [REDACTED] Stephen Endres  
<[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 2500 FM 2933, McKinney, TX

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,

This email is written to ask you to please do your research and consider how the proposed Route C negatively affects so many areas. My sister has had her ranch (above address) for years and has poured her life and soul into this place. It is beautiful and important. So many homes, businesses and community resources will be negatively impacted if the proposed highway proceeds with the Route C plan. There are clearly other options that have way less impact on the community and the beauty of this area.

Please do your job and do it well by considering your constituents and voting **NO** to the Route C plan. This is not just a highway....it is people's lives and future. Thank you for your consideration and I am praying that you make the right choice.

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:56 AM  
**To:** Tim Leeth [REDACTED]  
**Subject:** RE: 380 Bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Tim Leeth [REDACTED]  
**Sent:** Sunday, February 26, 2023 9:07 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** 380 Bypass

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Thank you

Tim Leeth  
7708 Rockdale Road  
McKinney TX 75071  
214-425-7656

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 10:06 AM  
**To:** Timothy Siemers [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Timothy Siemers [REDACTED]  
**Sent:** Saturday, February 25, 2023 10:14 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

Hi Stephen,

As a homeowner in Stonebridge Ranch, McKinney, TX., I strongly OPPOSE the construction of Segment A and instead support Segment B proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Segment A would dramatically lower our home property values and destroy the peaceful environment we all currently enjoy.

Thank you,  
Tim Siemers  
414 Treeline Drive  
McKinney, TX 75072

To whom it may concern:

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TXDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e., TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision

### **The facts as TxDOT presents them appear to support Segment B over Segment A:**

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to



members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill’s numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait’s transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable. Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatally flawed. TxDOT's original traffic projection methodology was deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for “short-term growth (from 2020 to the pivot year of 2040)”. Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind. TxDOT’s traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horicurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horicurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation’s strategy.

### **Community Cohesion**

TxDOT’s conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city’s plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill. The correct conclusion here should have been that given the shared school zoning between these neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward ‘future development’ rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It’s important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT’s actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA’s health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase “human

environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.”

It is clear that TxDOT’s selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents’ ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

*Tim Skowronski*

#### Induced Demand

1. [RMI SHIFT Calculator](#)
2. [RMI\\_SHIFT \(STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL\) CALCULATOR](#) About the methodology
3. [American Economic Review\\_2011\\_The Fundamental Law of Road Congestion: Evidence from US Cities](#)
4. [California EPA Air Resources Board\\_2014\\_Policy Brief\\_Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions](#)
5. [UC Davis\\_2015\\_Policy Brief\\_Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)

#### Case Studies & TxDOT Publications

1. [Air Alliance Houston\\_2019\\_Health Impact Assessment of the North Houston Highway Improvement Project](#)
2. [Air Alliance Houston\\_2022\\_Why are we still building highways?](#)
3. [TxDOT\\_2023\\_I-35 Central DEIS](#)
4. [TxDOT\\_2023\\_I-35 Central DEIS Appendix P Air Quality](#)
5. [TxDOT\\_2023\\_I-35 Central DEIS Appendix V Greenhouse Gas and Climate Change](#)
6. [Thomson Reuters Foundation\\_2022\\_In 'world's most polluted city', Indian workers unaware of toxic air](#)
7. [Reuters\\_2021\\_Pollution likely to cut 9 years of life expectancy of 40% of Indians](#)
8. [The Guardian\\_2022\\_'It's just more and more lanes' the Texan revolt against giant new highways](#)

9. [The New York Times 2022 Can Portland Be a Climate Leader Without Reducing Driving?](#)
10. [TxDOT 2023 TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment Update Summer 2023](#)
11. [TxDOT 2018 Technical Report Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment](#)

#### Tailpipe Emissions vs. Tire Friction Pollution

1. [The Guardian 2022 Car Tyres Produce Vastly More Particle Pollution Than Exhausts. Tests Show](#)
2. [Jalopnik 2022 Emissions from Tire Wear Are a Whole Lot Worse Than We Thought](#)

#### Congestion vs. Idling Emissions

1. [City Observatory 2017 Urban Myth Busting: Congestion, Idling, and Carbon Emissions](#)
2. [Transportation Research 2012 Congestion and emissions mitigation: A comparison of capacity, demand, and vehicle based strategies](#)

#### Policy vs. Behavior Changes

1. [Transportation Research Interdisciplinary Perspectives 2023 Driven by head or heart? Testing the effect of rational and emotional anti-speeding messages on self-reported speeding intentions](#)

#### Effects on Human Health

1. [The Guardian 2019 Revealed: air pollution may be damaging 'every organ in the body'](#)
2. [Chest 2019 Air Pollution and Noncommunicable Diseases](#)
3. [PNAS 2018 Global estimates of mortality associated with long-term exposure to outdoor fine particulate matter](#)
4. [Environmental Pollution 2008 Human health effects of air pollution](#)
5. [Environmental Health Perspectives 2007 Short-Term Effects of Carbon Monoxide on Mortality: An Analysis within the APHEA Project](#)
6. [Respiratory Medicine 2015 Allergy and asthma: Effects of the exposure to particulate matter and biological allergens](#)
7. [American Journal of Physiology 2008 Particulate matter exposure induces persistent lung inflammation and endothelial dysfunction](#)
8. [Environmental Health Perspectives 2016 Prenatal Air Pollution Exposures, DNA Methyltransferase Genotypes, and Associations with Newborn LINE1 and Alu Methylation and Childhood Blood Pressure and Carotid Intima-Media Thickness in the Children's Health Study](#)
9. [Environmental Health Perspectives 2010 Childhood Incident Asthma and Traffic-Related Air Pollution at Home and School](#)



10. [Environmental Pollution 2017 Maternal exposure to air pollutants during the first trimester and foetal growth in Japanese term infants](#)
11. [Environmental Health Perspectives 2009 Association between Local Traffic-Generated Air Pollution and Preeclampsia and Preterm Delivery in the South Coast Air Basin of California](#)
12. [Obesity 2016 Residential proximity to major roadways, fine particulate matter, and adiposity: The framingham heart study](#)
13. [Environmental Health Perspectives 2006 Separate and Unequal: Residential Segregation and Estimated Cancer Risks Associated with Ambient Air Toxics in U.S. Metropolitan Areas](#)
14. [The Guardian 2019 Air pollution deaths are double previous estimates, finds research](#)
15. [European Heart Journal 2019 Cardiovascular disease burden from ambient air pollution in Europe reassessed using novel hazard ratio functions](#)
16. [The Guardian 2019 Air pollution 'as bad as smoking in increasing risk of miscarriage'](#)
17. [Fertility and Sterility 2019 Acute effects of air pollutants on spontaneous pregnancy loss: a case-crossover study](#)
18. [Fertility and Sterility 2018 Ambient air pollution and the risk of pregnancy loss: a prospective cohort study](#)
19. [The Guardian 2018 Air pollution particles found in mothers' placentas](#)
20. [The Guardian 2018 Air pollution causes 'huge' reduction in intelligence, study reveals](#)
21. [PNAS 2018 The impact of exposure to air pollution on cognitive performance](#)
22. [The Guardian 2017 Air pollution harm to unborn babies may be global health catastrophe, warn doctors](#)
23. [BMJ 2017 Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study](#)
24. [The Guardian 2017 Global pollution kills 9m a year and threatens 'survival of human societies'](#)
25. [The Guardian 2018 Diesel pollution stunts children's lung growth, major study shows](#)
26. [The Lancet 2019 Impact of London's low emission zone on air quality and children's respiratory health: a sequential annual cross-sectional study](#)
27. [The Guardian 2017 How conniving carmakers caused the diesel air pollution crisis](#)
28. [The Guardian 2018 Childhood obesity linked to air pollution from vehicles](#)
29. [Environmental Health 2018 Longitudinal associations of in utero and early life near-roadway air pollution with trajectories of childhood body mass index](#)
30. [Preventive Medicine 2010 Automobile traffic around the home and attained body mass index: a longitudinal cohort study of children aged 10-18 years](#)
31. [The Guardian 2016 Air pollution linked to increased mental illness in children](#)
32. [BMJ 2016 Association between neighbourhood air pollution concentrations and dispensed medication for psychiatric disorders in a large longitudinal cohort of Swedish children and adolescents](#)
33. [The Guardian 2018 Air pollution: everything you should know about a public health emergency](#)
34. [The Guardian 2017 Electric cars are not the answer to air pollution, says top UK adviser](#)

35. [The New York Times\\_ 2022\\_ Enough About Climate Change. Air Pollution Is Killing Us Now.](#)
36. [Air Alliance Houston\\_ No Safe Level of Transportation Emissions](#)
37. [Elsevier\\_ 2017\\_ Increased air pollution cuts victims' lifespan by a decade, costing billions](#)
38. [Harvard\\_ 2016\\_ Air pollution below EPA standards linked with higher death rates](#)
39. [Environmental Health Perspectives\\_ 2016\\_ Low-Concentration PM2.5 and Mortality: Estimating Acute and Chronic Effects in a Population-Based Study](#)
40. [Texas Pedestrian Safety Coalition\\_ 2023\\_ Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_ Video](#)
41. [Texas Pedestrian Safety Coalition\\_ 2023\\_ Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_ Slides](#)
42. [Texas Pedestrian Safety Coalition\\_ 2023\\_ Exploring Transportation-Related Air Quality Impacts on Pedestrians in Disadvantaged Communities\\_ HBW Notes.docx](#)
43. [University of British Columbia\\_ 2023\\_ Traffic pollution impairs brain function](#)
44. [Environmental Health\\_ 2023\\_ Brief diesel exhaust exposure acutely impairs functional brain connectivity in humans: a randomized controlled crossover study](#)
45. [Dezeen\\_ 2023\\_ MIT study finds huge carbon cost to self-driving cars](#)
46. [Journal of the American Heart Association\\_ 2022\\_ Pandemic-Related Pollution Decline and ST-Segment–Elevation Myocardial Infarctions](#)
47. [American Lung Association\\_ 2022\\_ Living Near Highways and Air Pollution](#)
48. [Environmental Health Perspectives\\_ 2011\\_ Traffic-related air pollution and cognitive function in a cohort of older men](#)
49. [The Lancet\\_ 2017\\_ Living near major roads and the incidence of dementia, Parkinson's disease, and multiple sclerosis: a population-based cohort study](#)
50. [Environmental Health Perspectives\\_ 2008\\_ Association between traffic-related black carbon exposure and lung function among urban women](#)
51. [The New England Journal of Medicine\\_ 2004\\_ Exposure to Traffic and the Onset of Myocardial Infarction](#)
52. [The Lancet\\_ 2002\\_ Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study](#)
53. [American Journal of Respiratory and Critical Care Medicine\\_ 2010\\_ Chronic Obstructive Pulmonary Disease and Long-Term Exposure to Traffic-related Air Pollution\\_ A Cohort Study](#)
54. [The Urban Institute\\_ 2022\\_ The Polluted Life Near the Highway](#)

#### Expert Publications & Guidelines

1. [Planetizen\\_ 2022\\_ The Urgent Need for Climate Action Includes Land Use Reforms. IPCC Report Says](#)
2. [IPCC\\_ 2022\\_ Chapter 8 Transport](#)
3. [WHO\\_ 2021\\_ Global Air Quality Guidelines](#)
4. [USPIRG\\_ 2021\\_ Transform Transportation\\_ Strategies For A Healthier Future](#)
5. [The World Bank and IHME\\_ 2016\\_ The Cost of Air Pollution](#)
6. [Transportation for America\\_ Driving Down Emissions](#)

#### Induced Demand

1. [Journal of Transport Economics and Policy 2002 Induced Travel Demand and Induced Road Investment: A Simultaneous Equation Analysis](#)

#### Tailpipe Emissions vs. Tire Friction Pollution/ Brake Dust Pollution/ Electric Vehicle Pollution

1. [Int J Environ Res Public Health 2017 Wear and Tear of Tyres: A Stealthy Source of Microplastics in the Environment](#)
2. [Report EUR 2014 Non-exhaust traffic related emissions. Brake and tyre wear PM](#)
3. [Atmospheric Environment 2011 Investigation on the potential generation of ultrafine particles from the tire–road interface](#)
4. [Journal of Environmental Protection 2013 Dust Resulting from Tire Wear and the Risk of Health Hazards](#)
5. [Environmental Science & Technology 2004 Tire-Wear Particles as a Source of Zinc to the Environment](#)
6. [Environmental Science and Pollution Research 2015 Brake wear particle emissions: a review](#)
7. [Science of the Total Environment 2008 Sources and properties of non-exhaust particulate matter from road traffic: A review](#)
8. [Science of the Total Environment 2020 Tyre and road wear particles \(TRWP\) - A review of generation, properties, emissions, human health risk, ecotoxicity, and fate in the environment](#)
9. [Science of the Total Environment 2022 Tire wear particle emissions: Measurement data where are you?](#)
10. [Science of the Total Environment 2022 Effect of treadwear grade on the generation of tire PM emissions in laboratory and real-world driving conditions](#)
11. [Emission Control Science and Technology 2021 Development of Tire-Wear Particle Emission Measurements for Passenger Vehicles](#)
12. [Wear 2018 Investigation of ultra fine particulate matter emission of rubber tires](#)
13. [Bloomberg 2022 New Tech Aims to Capture Electric Vehicle Tire Emissions](#)
14. [Arizona Department of Transportation 2006 Tire Wear Emissions for Asphalt Rubber and Portland Cement Concrete Pavement Surfaces](#)
15. [The Conversation 2020 Air pollution from brake dust may be as harmful as diesel exhaust on immune cells – new study](#)
16. [UK Research and Innovation 2020 Brake dust air pollution may have same harmful effects on immune cells as diesel exhaust](#)
17. [U.S. Department of Energy Alternative Fuels Data Center Emissions from Electric Vehicles](#)
18. [U.S. Department of Energy Argonne Laboratory 2009 Well-to-Wheels Energy Use and Greenhouse Gas Emissions Analysis of Plug-in Hybrid Electric Vehicles](#)

19. [National Renewable Energy Laboratory 2016 Emissions Associated with Electric Vehicle Charging: Impact of Electricity Generation Mix, Charging Infrastructure Availability, and Vehicle Type](#)
20. [US News 2020 Brake Dust Another Driver of Air Pollution](#)
21. [The New York Times 2021 How Green Are Electric Vehicles?](#)
22. [Scientific American 2016 Electric Cars Are Not Necessarily Clean](#)
23. [The Guardian 2016 Why electric cars are only as clean as their power supply](#)
24. [Biofriendly Planet 2022 Electric Vehicles and Their Impact on the Environment](#)
25. [California Air Resources Board 2022 California moves to accelerate to 100% new zero-emission vehicle sales by 2035](#)
26. [CNN 2022 Car tires are disastrous for the environment. This startup wants to be a driving force in fixing the problem.](#)

#### VOCs/ PM2.5/ Greenhouse Gases

1. [World Health Organization 2019 Exposure to benzene: a major public health concern](#)
2. [American Lung Association 2022 Volatile Organic Compounds](#)
3. [National Cancer Institute 2022 Benzene](#)
4. [Environmental Research 2020 Characteristics of volatile organic compounds from vehicle emissions through on-road test in Wuhan, China.](#)
5. [Aerosol and Air Quality Research 2018 Emission Characteristics of VOCs from On-Road Vehicles in an Urban Tunnel in Eastern China and Predictions for 2017–2026](#)
6. [Atmospheric Environment 2017 Characteristics of volatile organic compounds \(VOCs\) from the evaporative emissions of modern passenger cars](#)
7. [Atmospheric Environment 2012 Volatile organic compounds from the exhaust of light-duty diesel vehicles](#)
8. [Analytical Sciences 2012 Measurement of volatile organic compounds in vehicle exhaust using single-photon ionization time-of-flight mass spectrometry](#)
9. [PubMed 2001 Exposure to volatile organic compounds for individuals with occupations associated with potential exposure to motor vehicle exhaust and/or gasoline vapor emissions](#)
10. [Environmental Research 1999 Assessment of benzene and toluene emissions from automobile exhaust in Bangkok](#)
11. [Atmospheric Environment 1967 Benzene, toluene and xylene concentrations in car exhausts and in city air](#)
12. [Environmental Science and Technology 1992 On-line measurement of benzene and toluene in dilute vehicle exhaust by mass spectrometry](#)
13. [Iowa State University 2015 Quantification of benzene, toluene, ethylbenzene and o-xylene in internal combustion engine exhaust with time-weighted average solid phase microextraction and gas chromatography mass spectrometry](#)
14. [Journal of Exposure Science & Environmental Epidemiology 2003 Measurement of volatile organic compounds inside automobiles](#)
15. [Chronic Diseases and Translational Medicine 2018 Fine particulate matter \(PM2.5\): The culprit for chronic lung diseases in China.](#)
16. [Journal of Thoracic Disease 2016 The impact of PM2.5 on the human respiratory system](#)

17. [US EPA 2022 Health and Environmental Effects of Particulate Matter \(PM\)](#)
18. [Harvard School of Public Health 2011 Greenhouse gases pose threat to public health](#)
19. [CDC 2022 Climate Effects on Health](#).
20. [NAQTS, Emissions Analytics, Lancaster University 2018 Vehicle Interior Air Quality: Volatile Organic Compounds](#)

#### Congestion vs. Idling Emissions (Traffic Emissions)

1. [Transportation Research Record Comparison of Vehicular Emissions in Free-Flow and Congestion Using MOBILE4 and Highway Performance Monitoring System](#)
2. [Atmospheric Environment 2011 Vehicle emissions in congestion: Comparison of work zone, rush hour and free-flow conditions](#)
3. [Institute for Transport and Economics 2007 How Much does Traffic Congestion Increase Fuel Consumption and Emissions? Applying a Fuel Consumption Model to the NGSIM Trajectory Data](#)
4. [Science of The Total Environment 2013 Air pollution and health risks due to vehicle traffic](#)
5. [USA Today 2011 Study blames 2,200 deaths on traffic emissions](#)

#### Resources

1. [TxDOT 2022 DEIS](#)

**From:** Tim Skowronski <[REDACTED]>  
**Sent:** Thursday, April 20, 2023 5:31 PM  
**To:** Stephen Endres  
**Cc:** Cara Skowronski  
**Subject:** US 380 Segment A impact and concern  
**Attachments:** [US 380 Segment A Comments vJB.pdf](#)

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.

Stephen,

I hope you are well. I am a resident of the Tucker Hill community north of 380 just east of Stonebridge Road. I am writing because I am concerned. I am concerned about safety and quality of life. I am concerned about environmental impact and cost. I am concerned about the short and long term impacts of the project that seems to have many unanswered questions.

I do not believe the best interest of McKinney, including our neighborhood, has been fully considered for the acceptance of Segment A in the 380 bypass project. Our neighborhood has pulled together a document that I implore you to spend time reviewing and responding to while considering this project.

Thank you.

Tim Skowronski  
7204 Cheltenham Ave  
313-598-9799

**From:** Tim Snow [REDACTED]  
**Sent:** Thursday, March 30, 2023 2:22 PM  
**To:** Stephen Endres  
**Subject:** 380 BYPASS route A vs route B

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 Texas Department of Transportation, McKinney, and Prosper,

I am writing to express my concern about the proposed 380 Bypass highway project, specifically the portion that will span the cities of McKinney and Prosper known as route A and Route B. According to the TX DOT, the purpose of this project is to manage congestion, improve traffic flow, and enhance safety. However, it has come to my attention that there are two plans for the end of the highway, and it is painfully obvious to any reasonable person that Plan A is not the best option for the Texas tax payer and residence.

Plan A would require the highway to go through just one city, at a higher expense to the tax payer, and would not bypass as much of the major roadway. This plan would force the road to run from north to south, which is not ideal for alleviating traffic from east to west. Plan B, on the other hand, is the most cost-effective plan as it would go mostly through McKinney and run through Plano for about a mile. Plan B would bypass highway 380, avoid cutting off the entire community of Tucker Hill from the city, and displace only an additional 3 residences, a horse farm, and "planned" communities, a minimal impact considering the scope of the project and future implication for efficiency and safety.

It is concerning to hear that special interests in Prosper are putting pressure on the government to build the more expensive and inefficient highway, despite the fact that its residents will also benefit from the bypass. It is unethical for Prosper to insist that it does not bear any land annexation when its residents will enjoy traffic relief as well.

Plan A reduces the efficacy of every major stated goal of the DOT . As taxpayers and residents, we must look at the long-term benefits and costs of each plan. Plan B is the best option as it is more cost-effective and better meets the need for bypassing highway 380, improving east-west traffic flow, and enhancing safety. We must consider the impact that the project will have on the community and the environment for decades to come.

Therefore, I urge the Texas Department of Transportation, McKinney, and Prosper to build Plan B. Furthermore, I suggest that if the taxpayers of Prosper want to build a more expensive roadway to their advantage, then their taxpayers should bear the expense. This is a fair and just approach that ensures that each city bears the cost of their respective projects.

Thank you for considering my concerns.

Sincerely,

Timothy Snow



**From:** Tim Montgomery [REDACTED]  
**Sent:** Wednesday, March 29, 2023 9:19 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass Public Comment - Opposition to segment A

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. Enders,

As a homeowner and citizen of McKinney, Texas, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Timothy Montgomery

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:45 PM  
**To:** Todd [REDACTED]  
**Subject:** RE: Strong Opposition to Segment A

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** Todd [REDACTED]  
**Sent:** Tuesday, February 28, 2023 10:21 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Strong Opposition to Segment A

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.

Hi Stephen,

If you are still considering input, my vote is NO to Segment A, YES to Segment B.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Segment A would very negatively impact the area where I live.

Thanks for your consideration.

Todd Huthmaker

**From:** Pegram, Todd [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:21 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

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**From:** Todd Pegram [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:23 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A...PLEASE!!! Choose Segment B!

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

--

Todd Pegram  
865-399-9309

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 4:41 PM

To: Carolyn Fredricks [REDACTED]

Subject: RE: NO to Segment A YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Carolyn Fredricks [REDACTED]

Sent: Saturday, February 25, 2023 8:15 AM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: NO to Segment A YES to Segment B

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.

Comment: NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Tom and Carolyn Fredricks

Sent from my iPhone

[A Texas Department of Transportation (TxDOT)

message]<<https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsafty%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7C8e89018165c34f23f66708db19e0ef02%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132226090442475%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=J0wIPIWBV1%2FjIb9yDdg1xZ2Lur7ieYxSHml2vwtCPY%3D&reserved=0>>

**From:** Stephen Endres <Stephen.Endres@txdot.gov>  
**Sent:** Monday, February 20, 2023 8:48 AM  
**To:** Tom Weslocky [REDACTED]  
**Subject:** RE: 380 Bypass Route C Protest

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Tom Weslocky [REDACTED]  
**Sent:** Sunday, February 19, 2023 6:04 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Fwd: 380 Bypass Route C Protest

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

I am writing to express my concern for the Highway 380 Bypass Route C option. It will be catastrophic. Not only would this option destroy many, many beloved homes and businesses, but human beings, livestock, and other domestic animals, not to mention the surrounding wildlife and beautiful nature that the community enjoys so much. There are historic hundred year old peach, pecan, and plum trees in this section. Hay is grown and cut here for rescue animals who live on this land. We live in a fast-paced world, and it is so wonderful to have an escape as close as McKinney to enjoy.

Folks from all over north Texas enjoy what McKinney and the McKinney countryside has to offer. Route C will forever change this, and these communities will suffer, particularly in the areas of Route C containing sections 416, 417, 418, 419, 420, and 421. Many residents from McKinney

and other surrounding communities enjoy the ranch life, and families, at-risk youth, and church ministries alike love to learn about nature, wildlife preservation, agriculture, biology, equine management, and more in these areas.

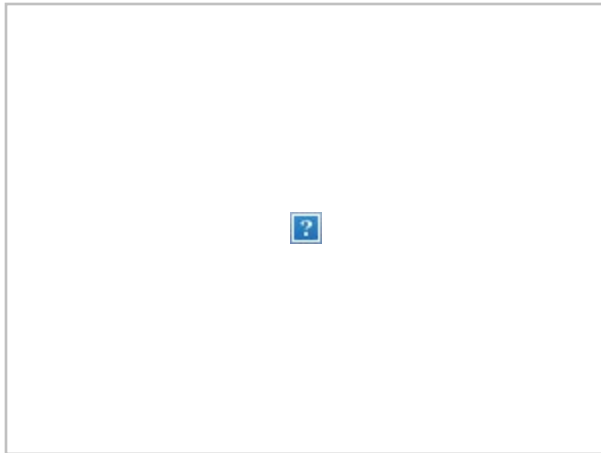
Please consider Route D as an alternative to Route C. The environmental impact assessments have already been completed for Route D, which is no easy, quick, or cheap task. There are also substantially less homes and businesses which are affected through Route D. Six community recourses will be affected by Route C, whereas none will be affected by Route D.

I certainly hope the right decision will be made, trusting that you are smart, good stewards of the trust and confidence that has been placed in you as representatives of the people, and that you care deeply about the community of McKinney and its surrounding areas.

Thank you for your time and consideration. Remember - "C=CATASTROPHIC, D=DECENT."

Sincerely,

Tom Weslocky



**From:** Toni Jenkins [REDACTED]  
**Sent:** Wednesday, March 8, 2023 5:12 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from [Mail](#) for Windows



**From:** Toni Portmann [REDACTED]  
**Sent:** Wednesday, March 15, 2023 2:08 PM  
**To:** [REDACTED] Stephen  
Endres  
**Subject:** 380 bypass route C & D; OPPOSE C 100%

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.

ON THE ISSUE OF 380 BYPASS ROUTE C & D;

PLEASE **OPPOSE ROUTE C** 100% !!!

Here is why:

- Severely damages one of the largest remaining forests in central Collin County
- Destroy 71% more acres of forests and woodlands
- Destroys 141% more acres of grassland and prairie
- Disturbs the wetland that serve as refuge for wildlife including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- Eliminates a large area of suitable habitat for endangered/threatened species.
- Affects and displaces 383% more of homes ( 29 versus 6), 300% more businesses ( 6 versus 4)
- Affects and displaces more community resources
- Strongly opposed by Texas Parks and Wildlife

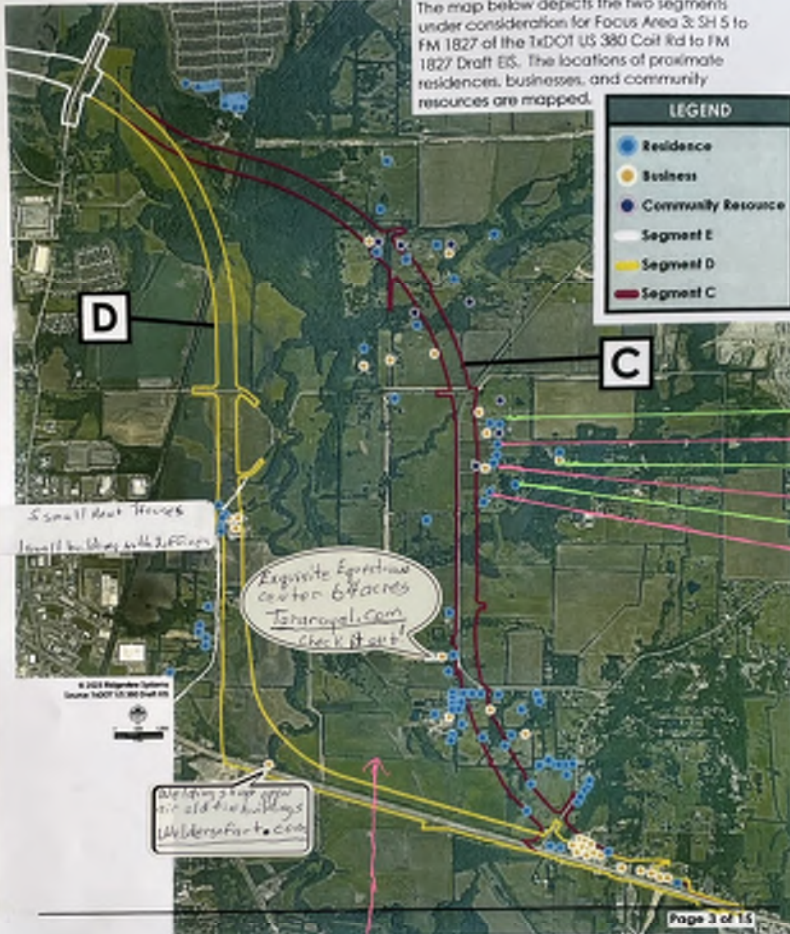
Please **OPPOSE** 380 BYPASS **ROUTE C!**

Here is why!

Community Impacts and Analysis of Segments C and D – TxDOT US 380 EIS: Focus Area 3

Map of Segments C and D

The map below depicts the two segments under consideration for Focus Area 3: SH 5 to FM 1827 of the TxDOT US 380 Coit Rd to FM 1827 Draft EIS. The locations of proximate residences, businesses, and community resources are mapped.



This all Floodplain unusable except for a Road! And does traffic faster & minimal impact!!

Sent from my iPhone

Begin forwarded message:

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Date:** March 15, 2023 at 1:50:51 PM CDT  
**To:** Tonya Riggs [REDACTED]  
**Subject:** RE: Blue Route

Your comments will be added to our public hearing summary.  
There is an interactive map on the public hearing website.

[US380EIS | Keep It Moving Dallas](#)

[US 380 Coit Road to FM 1827 Interactive Map - 01232023 \(arcgis.com\)](#)

Stephen Endres  
214-320-4469

---

**From:** Tonya Riggs [REDACTED]  
**Sent:** Wednesday, March 15, 2023 7:59 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** Blue Route

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 Morning Stephen,  
As a Realtor, I've had dozens of people ask my advice and thoughts in the bypass options. I've looked at several maps online and tried to zoom in to see the proximity to:  
Tucker Hill McKinney  
Whitley Place Prosper  
Timber Creek McKinney  
Auburn Hills McKinney  
Painted Tree McKinney

Do you have a like to a map where you can really zoom in to see those above and even streets within those above?

Would you be able to provide an approx ballpark date of construction start and completion would be appreciated.

Thank you!

--



*Tanya Riggs*  
LUXURY REAL ESTATE SERVICE



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March 28, 2023

VIA Regular Mail and Email

Texas Department of Transportation  
Attn: Steven Endres  
4777 E. Highway 80  
Mesquite, TX 75150-6643

[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)

Re: US 380 - Coit Road to FM 1827  
Collin County, Texas  
CSJs 0135-02-065, 0135-03-053, & 0135-15-002

Dear Mr. Endres:

The Town of Prosper (the “Town”) through submission of this letter provides its comments on the Draft Environmental Impact Statement, including the analysis of Section 4(f), prepared by the Texas Department of Transportation (“TXDOT”) for the US 380 McKinney and Coit Road to FM 1827 Collin County, Texas Project (“Draft EIS”). The Draft EIS evaluated several alternatives (“Alternatives”) for the US 380 extension (the “Project”). These comments have been authorized by the Prosper Town Council by resolution dated March 28, 2023.

The Town supports the selection of an Alternative that does not include Segment B. It supports the selection of Segment A that falls within the Town’s boundaries. The Town has informed TXDOT in writing and commented in public hearings that it objected to the inclusion of Segment B of the Alternatives proposed by TXDOT. This was the focus of the Town’s prior communications with TXDOT and is the focus of these comments on the Draft EIS and the Alternative selected for the highway extension. The Town is not commenting on the areas of the project other than as they impact the Town and its citizens.

If TXDOT would have selected an Alternative that included Segment B, that decision and construction of such a highway would have significantly impacted the parks and recreation areas in the Town as explained below. The selection of an alternative route that does not include Segment B by TXDOT is the better choice and the choice required by law based on Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. § 303, and the regulations issued by the U.S. Department of Transportation under this statute (“Section 4(f”).

While TXDOT recognizes the park and recreation areas that would be impacted by an Alternative including Segment B are governed by Section 4(f), TXDOT does not clearly state it is required by Section 4(f) to select an alternative route that does not include Segment B. Under applicable law, it should have made this statement.

As TXDOT has not chosen Segment B in the Draft EIS to be part of the highway extension, the Town is submitting these comments to preserve any of its rights and remedies under state and federal law. The Town objects to the analysis of Segment B by TXDOT to the extent it does not properly evaluate the impact to the parks and recreations areas and does not conclude that another Alternative was legally required under Section 4(f).

### **Section 4(f) Purpose and Requirements**

Section 4(f) prohibits the use of land of significant publicly owned public parks, recreation areas, wildlife and waterfowl refuges, and land of a historic site for transportation projects unless the relevant agency properly determines there is no feasible and prudent avoidance alternative and that all possible planning to minimize harm has occurred. In the U.S. Supreme Court's decision in *Citizens to Preserve Overton Park v. Volpe*, 401 U.S. 402 (1971) (“Overton Park”), the Court articulated a very high standard for compliance with Section 4(f), stating that Congress intended the protection of parkland to be of paramount importance. The Court in Overton Park also made clear that an avoidance alternative must be selected unless it would present “uniquely difficult problems” or require “costs or community disruption of extraordinary magnitude.” *Id.* at 411-21, 416. Here it is clear the selection of Segment A instead of Segment B may be made without such extraordinary community disruption. Having made that selection, TXDOT admits as much.

The Alternative involving Segment B through the Town would significantly adversely impact the Town’s parks and recreation areas. Section 4(f) applies when (i) the land is one of the enumerated types of publicly owned lands and (ii) the public agency that owns the property has formally designated and determined it to be significant for park and recreation areas. TXDOT has acknowledged the parks and recreation areas are Section 4(f) properties. The Town formally designated and determined the parks and recreation areas to be significant as also explained below.

### **TXDOT Recognized the Parks and Recreation Areas Qualify as Section 4(f) Land**

In Figure 3-39 of the Draft EIS, TXDOT identifies Ladera Park, Wandering Creek Park and Rutherford Park as Section 4(f) properties. *See* page 3-79. However, in Appendix M of the Draft EIS the document identifies Protected Lands in McKinney and identifies such areas in a map of Protected Lands in the US 380 McKinney Study Area Figure 3-40 (found at p. 3-80 of the Draft EIS). TXDOT fails to list in Appendix M Protected Lands in Prosper. Figure 3-40 reflects Ladera Park, Wandering Creek Park and Rutherford Park in Prosper but the Legend shows “McKinney Parkland” with no mention of the Prosper parks being referenced in the Legend as “Prosper Parkland.” TXDOT should revise these portions in the Final Environmental Impact Statement and Record of Decision (Final EIS/ROD) to specifically identify Ladera Park, Wandering Creek Park, and Rutherford Park as Section 4(f) properties where such properties are discussed in the Draft EIS.

### **The Town Has Designated the Parks and Recreation Areas as Significant**

The Town has designated the parks and recreation areas as significant. The Town has done so in public comments to TXDOT and by a letter dated December 27, 2022, to TXDOT (the “Letter”). The Letter is attached to these Comments as Exhibit A and incorporated by reference. In the

Letter, the Town explained that the three parks situated in the southeast part of the Town will serve the residential developments of Ladera, Wandering Creek, Rutherford Creek and other adjacent neighborhoods. *See* Attachment 1 to the Letter. As land develops within the Town, as in other fast-growing communities, the Town continually works with developers to identify opportunities to improve the Town's parks system and ensure residents in all areas of Town have access to recreational opportunities. The Town's goal is to provide park land within a half-mile radius of all residential areas, as noted in the 2015 Parks, Recreation, and Open Space Master Plan. *See* Attachment 2 to the Letter. These three parks will help meet that goal.

The Town demonstrated the intent to develop these park and recreation areas in the 2007 Parks, Recreation and Open Space Master Plan. *See* Attachment 3 to the Letter. The Plan was later updated and adopted as the Prosper 2015 Parks, Recreation, and Open Space Master Plan to align with actual development that had occurred since the previous plan was adopted and to incorporate new projections; however, the need for park land in the southeast part of Prosper still remained. *See* Attachment 4 to the Letter. These master plans have been formally adopted by the Town.

The Town has acquired several specific land rights for the parks and recreation areas. Rutherford Park was established by the Town in the Fall of 2022, with the purchase of approximately 3.75 acres for park amenities and the acquisition of approximately 2.3 acres for trail easements. The Town has acquired land to construct the proposed trail indicated by a red dashed line on Figure 3-40 of the Draft EIS along the planned Rutherford Creek Greenbelt. The Town also has acquired land for several trail corridors for development north of existing US 380 and west of Custer Road.

These parks and recreation areas are open to the public and have been specifically dedicated to the Town as park land, as shown in the conveyance, deed, and easement documents. *See* Attachments 7-10 to the Letter.

However, TXDOT appears to raise a concern regarding the designation and transfer of land rights to the Town on page 3-82 of the Draft EIS. As stated above, the park and recreation areas were included as a significant need in the 2007 and 2015 plans for parks and recreation areas, and the land rights have been transferred to the Town as provided in the Letter and the attachments to the Letter. *See* Attachments 6-10 to the Letter.

On September 27, 2022, the Town Council authorized the Interim Town Manager to execute a Park Dedication and Park Maintenance Agreement with PR LADERA, LLC—this related to public park property in the Ladera development (Town Council Agenda Item #8) and on that same date, approved a Development Agreement regarding the dedication of a hike and bike trail easement and park land for property owned by 310 Prosper and 55 Prosper (Town Council Agenda Item #19). Agenda Item #19 refers to property surrounding the pond and lake in Rutherford Park.

On November 8, 2022, the Town Council authorized the Interim Town Manager to execute a Park Dedication and Park Maintenance Agreement with Hunt Wandering Creek Land, LLC. This decision related to public park property in the Wandering Creek development (Town Council Agenda Item #5). The Rutherford Park Plan was approved by the Town Council on November 22, 2022.



The Town has been working on these park areas for many years and the final approval and acquisition of final title to the land is the normal course of this process. The primary purpose of these parks is to provide significant recreational opportunities for the public. The significance of the parks and recreation areas is clearly set forth in the Master Plans and the statements by the Town in public comments and in the Letter. The planning of parks evolves over a long period with a general plan and then the fulfillment of that plan as housing develops in the Town. The planning for this area began in 2007 and became more focused in 2015. As housing plans were approved the Town worked with developers to specifically select areas and acquire property. The final step is constructing parking, hike and bike trails, recreation centers, and other aspects of the parks. This process is explained in these comments and the attached Letter.

### **TXDOT Recognizes That the Areas Would Be Impacted by Selection of an Alternative That Includes Segment B**

In Figure 3-31, TXDOT recognizes that “3 Prosper planned parks and trail segment would be directly impacted (W/O and W/Spur).” *See* page 3-64. In the Draft EIS, TXDOT admits that “the Brown and Gold Alternatives would require ROW from two additional planned parks within Prosper along Segment B.” *See* page 2-31.

From the maps included in the EIS, it is undisputed that Alternatives including Segment B would run through and adversely impact the park and recreation areas. The routing of a highway through these areas would clearly have a significant impact on the use and public enjoyment of these areas. The traffic and noise and separation of the areas by the highway would clearly reduce the use of the parks and recreation areas.

Rutherford Park contains the following benefits and amenities to the local community:

- 3.5+ acres of programmable open space dedicated for park and recreation uses,
- Athletic fields,
- Playground with sunshade,
- Trail kiosk & pavilion with seating,
- 2.3+ acres of hike and bike trails with park connection, and
- Large 15-acre pond.

This community park will include a Prosper ISD Outdoor Learning Center for nature and science on the northwest side of the pond. This Outdoor Learning Center will allow for a scenic and educational natural environment for students and residents to learn about environmental education, wildlife, and urban forestry. The Outdoor Learning Center will also provide educational programming and walking trails. This facility will allow students grades pre-K through 12th grade the opportunity to access a unique educational facility throughout the year that will enhance and foster students' curiosity about the natural environment.

All grade levels are immersed in science content each year including life cycles, ecosystems, rocks and soil, natural resources and more. This facility will support this content being taught in schools and extend learning by providing hands-on investigations.



A highway through or adjacent to this Outdoor Learning Center would damage or limit its planned use.

Hike and bike trails will connect Rutherford Park with Wandering Creek Park and Ladera Park. Again, a highway through the hike and bike trails and the other two parks would significantly impact those uses.

The highway would in essence devastate the series of parks, hike and bike trails, and the Outdoor Learning Center in this area has been part of the Town's long-term park and recreation plan for this part of the Town. TXDOT should have fully evaluated this impact in the Draft EIS.

TXDOT did not conclude and could not be reasonably conclude that (i) the project would not adversely impact the parks and recreation areas or (ii) the impact on the parks and recreation areas would be *de minimis*.

*A de minimis* impact determination under § 774.3(b) shall include sufficient supporting documentation to demonstrate that the impacts, after avoidance, minimization, mitigation, or enhancement measures are taken into account, are *de minimis* as defined in § 774.17; and that the coordination required in § 774.5(b) has been completed.

*See* 23 C.F.R. § 774.7(b).

*A de minimis* impact is defined in the regulations as follows:

For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

*See id.* § 774.17.

As discussed above, the impact of selection and construction of Segment B would be significant. The approval of this area could not meet a *de minimis* impact test.

TXDOT is also required to inform the officials with jurisdiction over the Section 4(f) parks and recreation areas and those officials “must concur in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection.” *See id.* § 774.5(b)(2)(ii).

The Town has argued the impact will be adverse to the activities, features, and attributes of the park and recreation areas. For this reason alone, TXDOT may not select Segment B for the highway extension.

TXDOT has not stated that the impact would be *de minimis* and has not conducted the analysis, provided public notice and comments opportunities on such evaluation, and has not provided enough supporting documentation as required by federal regulations regarding the parks and recreation areas.

The analysis required of TXDOT under applicable regulations to select a highway route that impacts parks and recreation areas requires that the agency in charge conduct an analysis that reaches two findings.

First, the agency must find “that there is no feasible and prudent alternative that completely avoids the use of Section 4(f) property.”

Second, the agency must find that “that the project includes all possible planning to minimize harm to the Section 4(f) property resulting from the transportation use.” *See id.* § 774.3(a)(1) and (2).

TXDOT recognizes that the parks and recreation areas are Section 4(f) property. It has not concluded that there is no feasible or prudent alternative to routing the highway extension through Segment B but has to the contrary selected another route. TXDOT has not evaluated whether use of Segment B could be done in a way to minimize or reduce harm. The analysis necessary by applicable regulations has not been conducted and the requisite findings have not been made.

Any selection of an Alternative that includes Segment B would violate Section 4(f) and the regulations promulgated under 4(f). The potential impacts of a highway extension through the park and recreation areas clearly require a full analysis under Section 4(f). Any such analysis could not legally or factually conclude that selecting an Alternative that includes Segment B would comply with Section 4(f) or regulations promulgated under that statutory provision.

## **Requested Changes to the Draft EIS**

### **1. Clearly identify Section 4(f) Properties**

The Draft EIS should be amended to clearly identify the parks and recreations areas listed above as Section 4(f) properties, properly analyze the impact of Segment B on those properties, and conclude that Segment B cannot be located where it would impact those parks and recreation areas in the Final EIS/ROD.

In Appendix K, Community Impacts, the impact on the parks and recreation areas should have been discussed as community impacts. The impact on the Prosper ISD Outdoor Learning Center should also have been discussed. TXDOT should add these discussions to the text of Appendix K. The impacts should be discussed in Section 3.3.1, Segments A-B. A map showing the impacts should be included in this Appendix showing park areas and impact on the surrounding residential areas.

In Appendix M of the Draft EIS the document identifies Protected Lands in McKinney and identifies such areas in a map of Protected Lands in the US 380 McKinney Study Area Figure 3-40 (found at p. 3-80 of the Draft EIS). TXDOT fails to list in Appendix M Protected Lands in Prosper. Figure 3-40 reflects Ladera Park, Wandering Creek Park and Rutherford Park in Prosper. The Legend shows “McKinney Parkland” with no mention of the Prosper parks being referenced in the Legend as “Prosper Parkland.” TXDOT should revise these portions of the EIS to

specifically identify the Ladera, Wandering Creek, Rutherford Creek as Section 4(f) properties as identified in other portions of the Draft EIS.

Information and maps in the attached document entitled “Rutherford Park: The Town of Prosper’s Next Community Park Experience,” see Exhibit B, document should be added to the EIS and Appendix K and Appendix M.

**2. Clearly discuss in more detail the impact to the parks and recreation areas and the Prosper ISD Outdoor Learning Center**

The Final EIS/ROD should more clearly discuss the nature and amenities of the parks and recreation areas and the Prosper ISD Outdoor Learning center. The discussion above and the attached documents provide information that should be included in the Final EIS/ROD. The Final EIS/ROD should more fully describe the parks themselves and the impact in terms of severing the parks, adding noise and pollution, and traffic in an area designed for peaceful and quiet enjoyment of nature. This is at the heart of the purpose of Section 4(f) protects for parks and the impacts should be fully detailed in the Final EIS/ROD.

**3. State that under Section 4(f) any Alternative including Segment B is prohibited by Section 4(f)**

The Final EIS/ROD should state that Segment B cannot be legally used for the highway extension under Section 4(f). This would further bolster the decision by TXDOT to select an alternative route for the highway extension. Specifically, the Final EIS/ROD should state Segment B would significantly impact Ladera, Wandering Creek and Rutherford Parks and the associated hike and bike trails, and therefore, Segment B cannot be selected for the highway extension.

In conclusion, the Town supports the Alternative selected by TXDOT. The comments being submitted by the Town are designed to preserve any rights and remedies in the event of a change in TXDOT’s decision or a third-party challenge of the current Draft EIS or the TXDOT route selection.

Sincerely,



David F. Bristol, Mayor  
Prosper, Texas

cc: Mr. Michael Morris, P.E., Director of Transportation, NCTCOG  
The Honorable Angela Paxton, Texas Senate  
The Honorable Drew Springer, Texas Senate  
The Honorable Matt Shaheen, Texas House of Representatives

The Honorable Jared Patterson, Texas House of Representatives  
The Honorable Chris Hill, Commissioners Court, Collin County  
The Honorable Susan Fletcher, Commissioners Court, Collin County  
The Honorable Cheryl Williams, Commissioners Court, Collin County  
The Honorable Darrell Hale, Commissioners Court, Collin County  
The Honorable Duncan Webb, Commissioners Court, Collin County  
Dan Perge, Dallas District Advance Project Development Director, TXDOT  
Grace Lo, Dallas District Project Delivery Office, TXDOT  
Stephen Endres, US 380 EIS TXDOT Project Manager

## **EXHIBIT A**



## Office of the Mayor

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**PO Box 307 • 250 W. First Street • Prosper, Texas 75078 • 972.346.2640 • Fax: 972.346.9335**

December 27, 2022

Texas Department of Transportation  
Attn: Ceason Clemens, P.E., District Engineer  
4777 E. Highway 80  
Mesquite, TX 75150-6643

Re: US 380 - Coit Road to FM 1827  
Collin County, Texas  
CSJ: 0135-02-065, etc.

Dear Ms. Clemens,

Please accept this letter in response to the correspondence dated December 16, 2022, which was sent to Mr. Michael Morris regarding park land in the Town of Prosper. We would like to address several points in the letter with which we specifically disagree.

The three parks that are referenced in the above-mentioned correspondence are situated in the southeast portion of the Town of Prosper and will serve the residential developments of Ladera Prosper, Wandering Creek, Rutherford Creek and other adjacent neighborhoods (see Attachment 1). As land develops within the Town of Prosper, as in other fast-growing communities, our staff is continually working with developers to identify opportunities to improve our parks system and ensure residents in all areas of Town have access to recreational opportunities. Our goal is to provide park land within a half-mile radius of all residential areas, as noted in our 2015 Parks, Recreation, and Open Space Master Plan (see Attachment 2). These three parks will help meet that goal.

We specifically disagree with your allegation in paragraph 2 of your letter that the Town did not mention an intention to establish public parks within the project study area. While plans may have shifted slightly over the years depending on the specific plans of developers, the idea of preserving park land in the southeast portion of Prosper is not new. The Prosper 2007 Parks, Recreation and Open Space Master Plan clearly shows this area was intended to be developed and provide the residents



## Office of the Mayor

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with linear parks and trails linking the community with the natural beauty of the area (see Attachment 3). The Plan was later updated and adopted as the Prosper 2015 Parks, Recreation, and Open Space Master Plan to align with actual development that had occurred since the previous plan was adopted and to incorporate new projections; however, the need for park land in the southeast portion of Prosper still remained (see Attachment 4).

We specifically disagree with the allegation in paragraph 3 of your letter that no previous reference to these parks existed. The 2007 Parks Master Plan, the 2015 Parks Master Plan and the 2020 Hike & Bike Trail Master Plan all consistently show the Town's trail system connecting these areas and surrounding the pond at Rutherford Creek Park (see Attachments 3, 5 and 6). From 2007 to the present, the Town's Parks and Trails Master Plans have all been formally adopted by the Prosper Town Council, published, and publicly available to all parties.

While the three parks that have been referenced are not specifically named in the Town's Master Plans, they are clearly identified as a need. Now that plans for these parks have been realized, they will help meet the Town's objective of providing parks and trails that are open to the public and serve the recreational needs of several neighborhoods within a half-mile radius. Clearly, the Town has been diligently working to improve our parks and trails systems for over 15 years, not only for the area in question, but for the entire Town.

It is important to note that the Town's Parks, Recreation and Open Space Master Plan is just that; a plan. It is entirely reasonable that the specific land use and park planning projections that were in place in 2015 when the Town's current Master Plan was adopted would change over time as property is developed and plans are realized. As a result of these changes, the Town's inventory of park land has also evolved as developers continue to move through the development process from the conceptual stages of their plans to zoning, permitting, and construction.

We specifically disagree with the allegation in the final paragraph of your letter that the parks in our plan do not meet the 4(f) eligibility criteria. All of our parks are open to the public and have been specifically dedicated to the Town as park land, as shown in the attached conveyance, deed, and easement documents (see Attachments 7-10). The primary purpose of these parks is to provide recreational opportunities for the public. These criteria clearly meet the requirements for Section



## Office of the Mayor

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4(f) protection of publicly owned and accessible land under the U.S. Department of Transportation Act.

It has been, and will continue to be, the Town's ongoing policy and practice to maximize park development opportunities as they arise in order to better serve specific neighborhoods and the Prosper community as a whole.

Please feel free to contact me if additional information is needed.

Sincerely,

*David F. Bristol*

David F. Bristol, Mayor  
Prosper, Texas

Attachments:

- Attachment 1: Prosper Development Map
- Attachment 2: 2015 Parks, Recreation, and Open Space Master Plan, page 44
- Attachment 3: 2007 Parks, Recreation and Open Space Master Plan, page 8-1a
- Attachment 4: 2015 Parks, Recreation and Open Space Master Plan, page 49
- Attachment 5: 2015 Parks, Recreation and Open Space Master Plan, page 84
- Attachment 6: 2020 Hike & Bike Trail Master Plan, page 14
- Attachment 7: Ladera Prosper Conveyance Plat
- Attachment 8: Wandering Creek Conveyance Plat
- Attachment 9: Rutherford Creek Special Warranty Deed
- Attachment 10: Rutherford Creek Hike & Bike Trail Easement

cc: Mr. Michael Morris, P.E., Director of Transportation, NCTCOG  
The Honorable Angela Paxton, Texas Senate  
The Honorable Drew Springer, Texas Senate  
The Honorable Matt Shaheen, Texas House of Representatives  
The Honorable Jared Patterson, Texas House of Representatives  
The Honorable Chris Hill, Commissioners Court, Collin County  
The Honorable Susan Fletcher, Commissioners Court, Collin County  
The Honorable Cheryl Williams, Commissioners Court, Collin County  
The Honorable Darrell Hale, Commissioners Court, Collin County





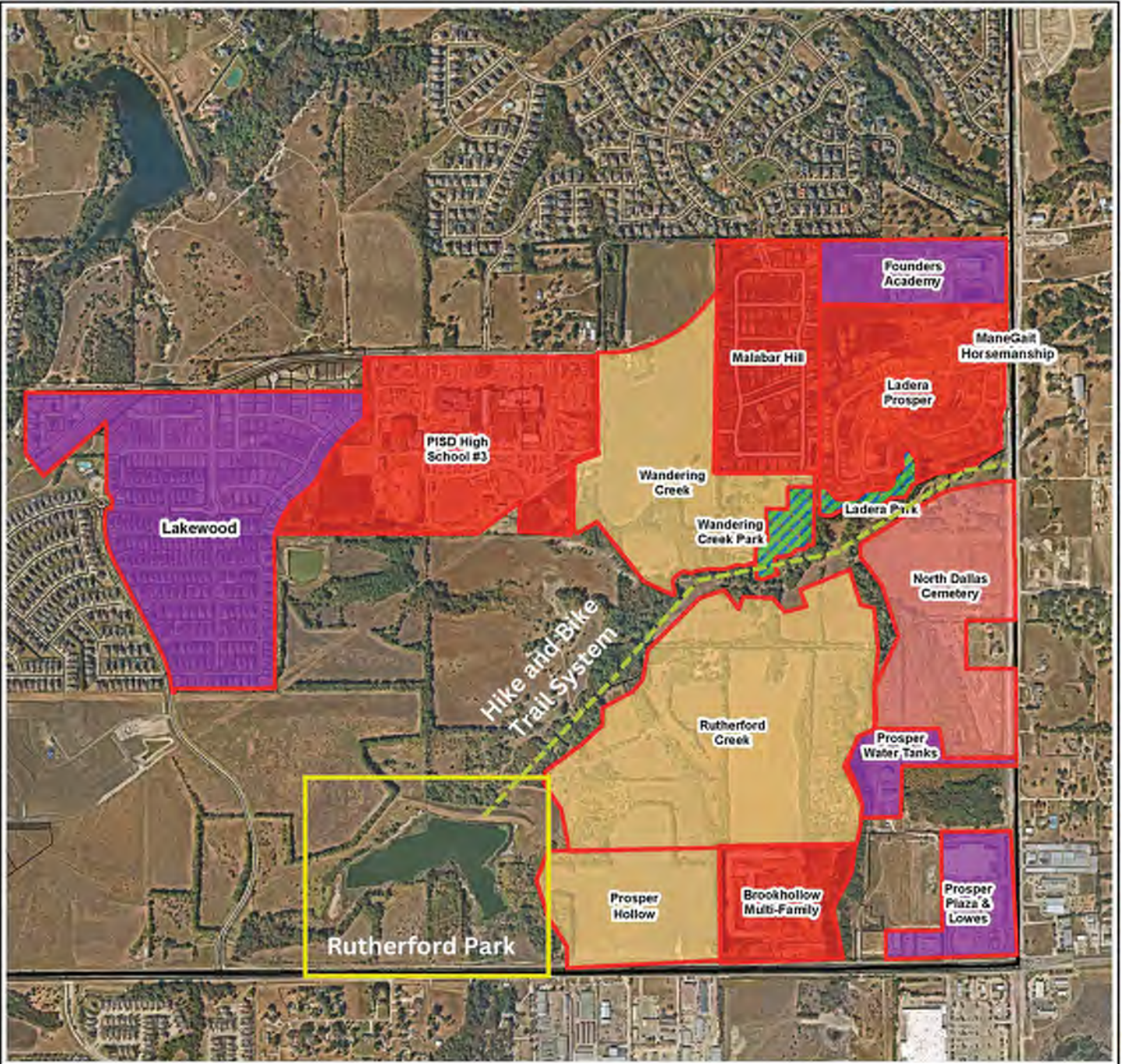
## Office of the Mayor

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**PO Box 307 • 250 W. First Street • Prosper, Texas 75078 • 972.346.2640 • Fax: 972.346.9335**

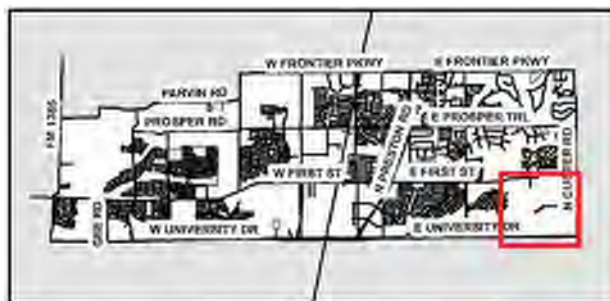
The Honorable Duncan Webb, Commissioners Court, Collin County  
Dan Perge, Dallas District Advance Project Development Director, TxDOT  
Grace Lo, Dallas District Project Delivery Office, TxDOT  
Stephen Endres, US 380 EIS TxDOT Project Manager

# Prosper Development Map



## Prosper Development

- Zoning - Approved
- Under Review
- Plats - Approved
- Site Plans - Approved
- Construction - Released
- Complete
- Park



This map is for illustration purposes only.



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## II. PARK CLASSIFICATION SYSTEM

As the team evaluated Prosper's park system, they confirmed the classification of each park by type, size, service area, and acres per 1,000 population. The following seven (7) NRPA classifications for parks were used for this Master Plan:

### POCKET PARK (MINI PARK)

The Pocket Park (called Mini Park by NRPA) is used to address limited, isolated or unique recreational needs of concentrated populations. Typically less than ¼ mile apart in a residential setting, the size of a Pocket Park ranges between 2,500 square feet and 1 acre in size. These parks may be either active or passive, but speak to a specific recreational need rather than a particular population density. NRPA standards for these parks are .25 to .50 acres per 1,000 population.

### NEIGHBORHOOD PARK

Neighborhood parks serve a variety of age groups within a limited area or "neighborhood". They range in size from 1-15 acres and generally serve residents within a ¼ to ½ mile radius. The neighborhood park is an area for active recreation such as field games, court games, playgrounds, picnicking, etc. Facilities are generally unlighted and there is limited parking, if any, on site. NRPA standards for these parks are 1 to 2 acres per 1,000 population.

### COMMUNITY PARK

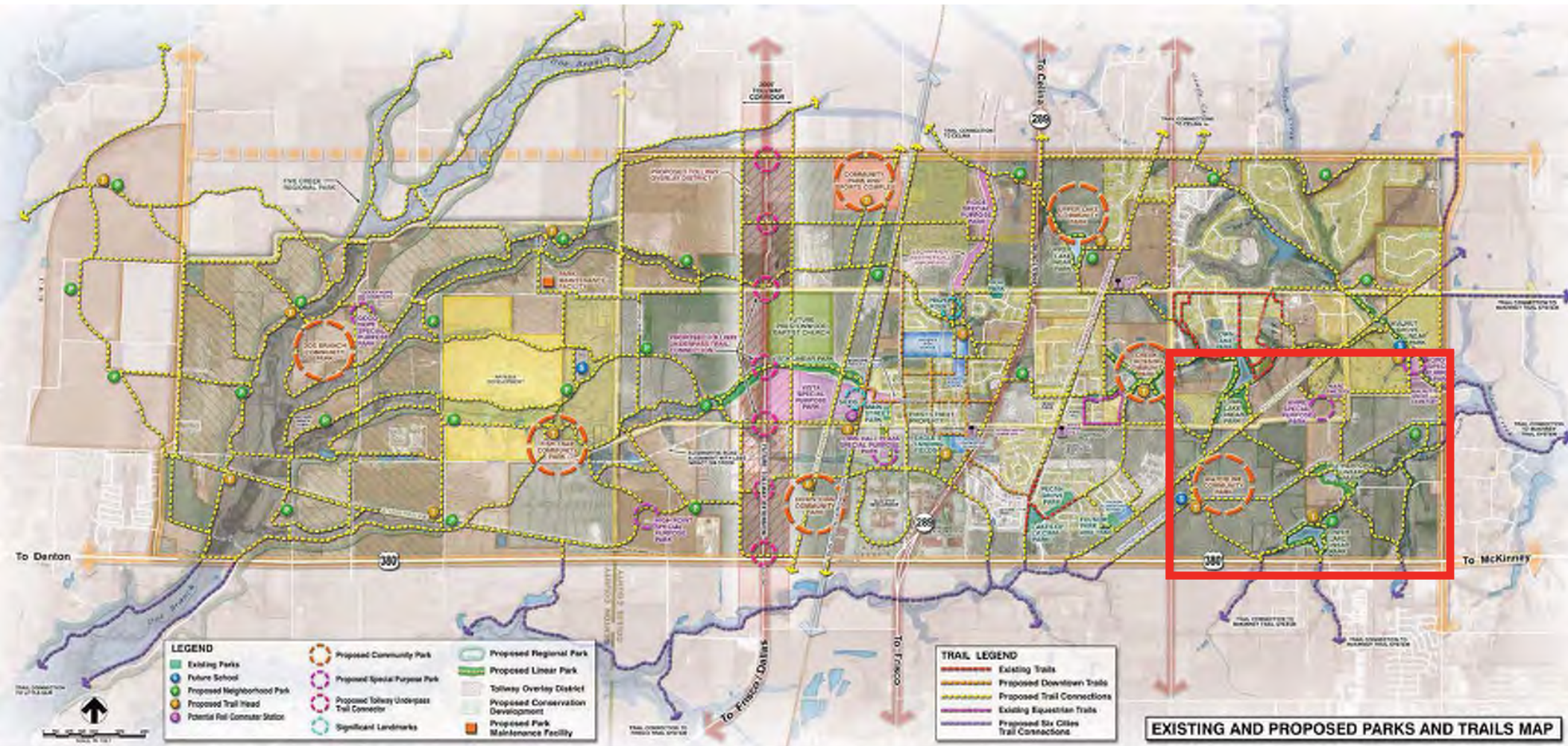
Community parks are larger than neighborhood parks and serve several neighborhoods. They range in size from 16-99 acres and serve the entire City. The community park may be a natural area or developed area for a variety of outdoor recreation such as ballfields, playgrounds, boating, fishing, swimming, camping, picnicking, and trail systems. NRPA standards for these parks are 5 to 8 acres per 1,000 population.

### METROPOLITAN PARK

Metropolitan parks are large park facilities that serve several communities. They range in size from 100-499 acres and serve the entire City. The metropolitan park is a natural area or developed area for a variety of outdoor recreation such as ballfields, playgrounds, boating, fishing, swimming, camping, picnicking, and trail systems. NRPA standards for these parks are 5 to 10 acres per 1,000 population.

### REGIONAL PARK

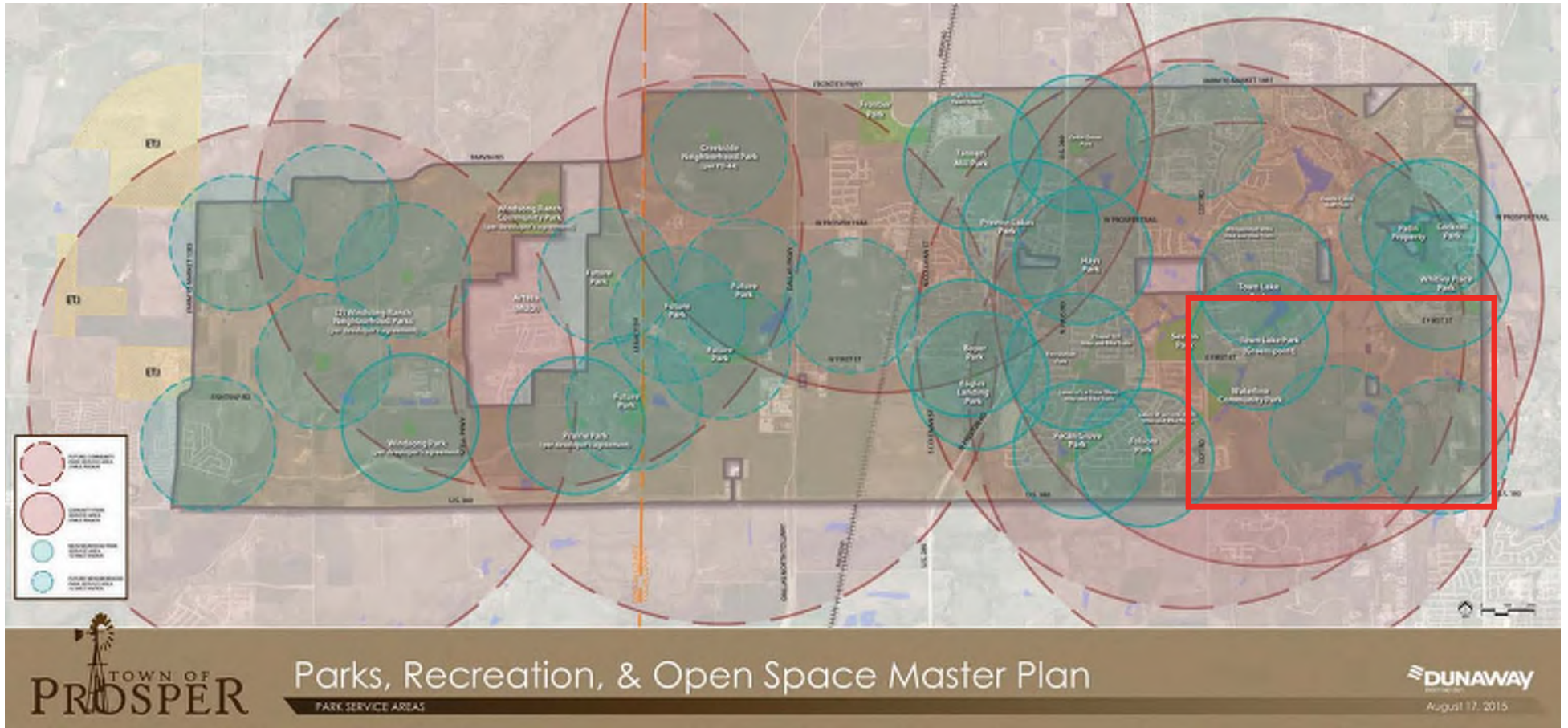
Regional parks are very large multi-use parks that serve several communities within a particular region. They range in size from 500 acres and above and serve those areas within a one hour driving distance. The regional park provides both active and passive recreation, with a wide selection of facilities for all age groups. They may also include areas of nature preservation for activities such as sight-seeing, nature study area, wildlife habitat, and conservation areas. NRPA standards for regional parks vary due to the specific site and natural resources.



# TOWN OF PROSPER - PARKS AND TRAILS MASTER PLAN

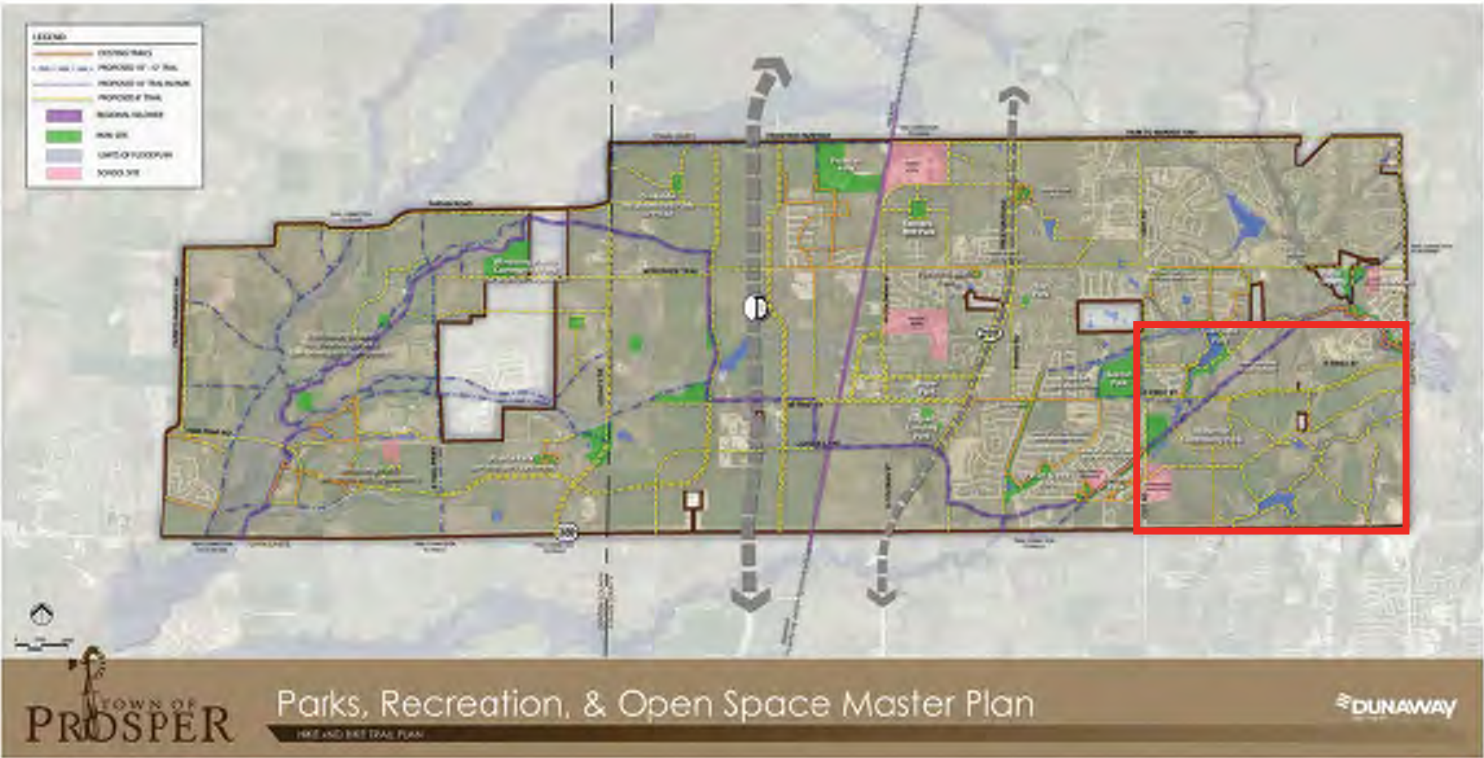


Attachment 4



Attachment 5

2015 PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

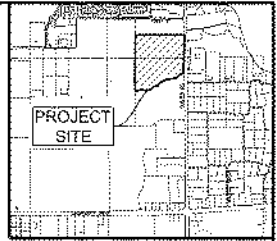
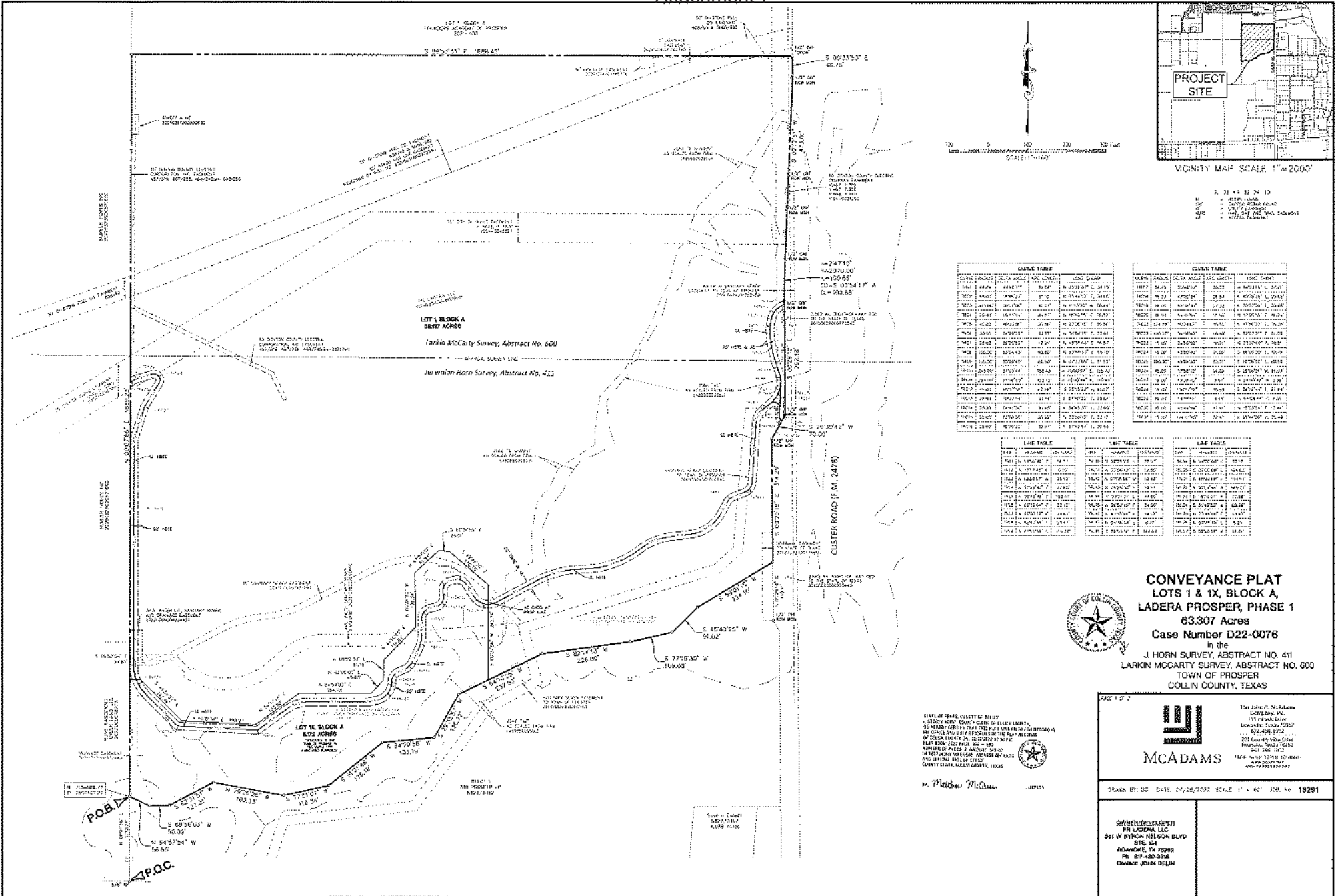




Attachment 6



2019 Hike and Bike Trail Plan Map



WONLTY MAP SCALE 1"=2000'

- 1. 31 44 34 N 13
- 2. 4524 1342
- 3. 2690 2624 ROAD
- 4. 2477 1248
- 5. 1467 2477 THIS ROAD
- 6. 4726 1467

CURVE TABLE				CURVE TABLE			
CHORD BEARING	CHORD DISTANCE	ARC BEARING	ARC DISTANCE	CHORD BEARING	CHORD DISTANCE	ARC BEARING	ARC DISTANCE
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800
100.0000	100.0000	90.0000	157.0800	100.0000	100.0000	90.0000	157.0800

LINE TABLE		LINE TABLE		LINE TABLE	
LINE NO.	LINE DATA	LINE NO.	LINE DATA	LINE NO.	LINE DATA
1	S 89°50'00" W 100.00	1	S 89°50'00" W 100.00	1	S 89°50'00" W 100.00
2	N 00°00'00" E 100.00	2	N 00°00'00" E 100.00	2	N 00°00'00" E 100.00
3	S 89°50'00" W 100.00	3	S 89°50'00" W 100.00	3	S 89°50'00" W 100.00
4	N 00°00'00" E 100.00	4	N 00°00'00" E 100.00	4	N 00°00'00" E 100.00
5	S 89°50'00" W 100.00	5	S 89°50'00" W 100.00	5	S 89°50'00" W 100.00
6	N 00°00'00" E 100.00	6	N 00°00'00" E 100.00	6	N 00°00'00" E 100.00
7	S 89°50'00" W 100.00	7	S 89°50'00" W 100.00	7	S 89°50'00" W 100.00
8	N 00°00'00" E 100.00	8	N 00°00'00" E 100.00	8	N 00°00'00" E 100.00
9	S 89°50'00" W 100.00	9	S 89°50'00" W 100.00	9	S 89°50'00" W 100.00
10	N 00°00'00" E 100.00	10	N 00°00'00" E 100.00	10	N 00°00'00" E 100.00

**CONVEYANCE PLAT**  
**LOTS 1 & 1X, BLOCK A,**  
**LADERA PROSPER, PHASE 1**  
**83.307 Acres**  
**Case Number D22-0076**  
 in the  
**J. HORN SURVEY, ABSTRACT NO. 411**  
**LARKIN MCCARTY SURVEY, ABSTRACT NO. 600**  
**TOWN OF PROSPER**  
**COLLIN COUNTY, TEXAS**



PREPARED BY: **McADAMS**  
 10100 W. Highway 190, Suite 100  
 Dallas, Texas 75248  
 Phone: 972-496-1922  
 Fax: 972-496-1923  
 231 County Vile Drive  
 Rockwall, Texas 75087  
 Phone: 972-967-1122  
 11466 North State Street  
 Suite 2000  
 Dallas, Texas 75243

DATE: 12/16/2022 SCALE: 1" = 60' JOB NO. 18261

OWNER/DEVELOPER:  
**PH LUGENIA, LLC**  
 381 W BYRON NELSON BLVD  
 SUITE 304  
 MEMPHIS, TN 38103  
 PH: 901-488-3336  
 CONTACT: JOHN DELVIN

STATE OF TEXAS, COUNTY OF COLLIN  
 I, **Matthew McAdams**, Surveyor, do hereby certify that I am a duly qualified and licensed Surveyor in the State of Texas and that I am the author of the above plat.  
 My Commission Expires on 12/31/2024  
 My Office is located at 10100 W. Highway 190, Suite 100, Dallas, Texas 75248  
 My Office Phone Number is 972-496-1922  
 My Office Fax Number is 972-496-1923  
 My Office Email Address is matt@mcadams.com  
 My Office Website is www.mcadams.com

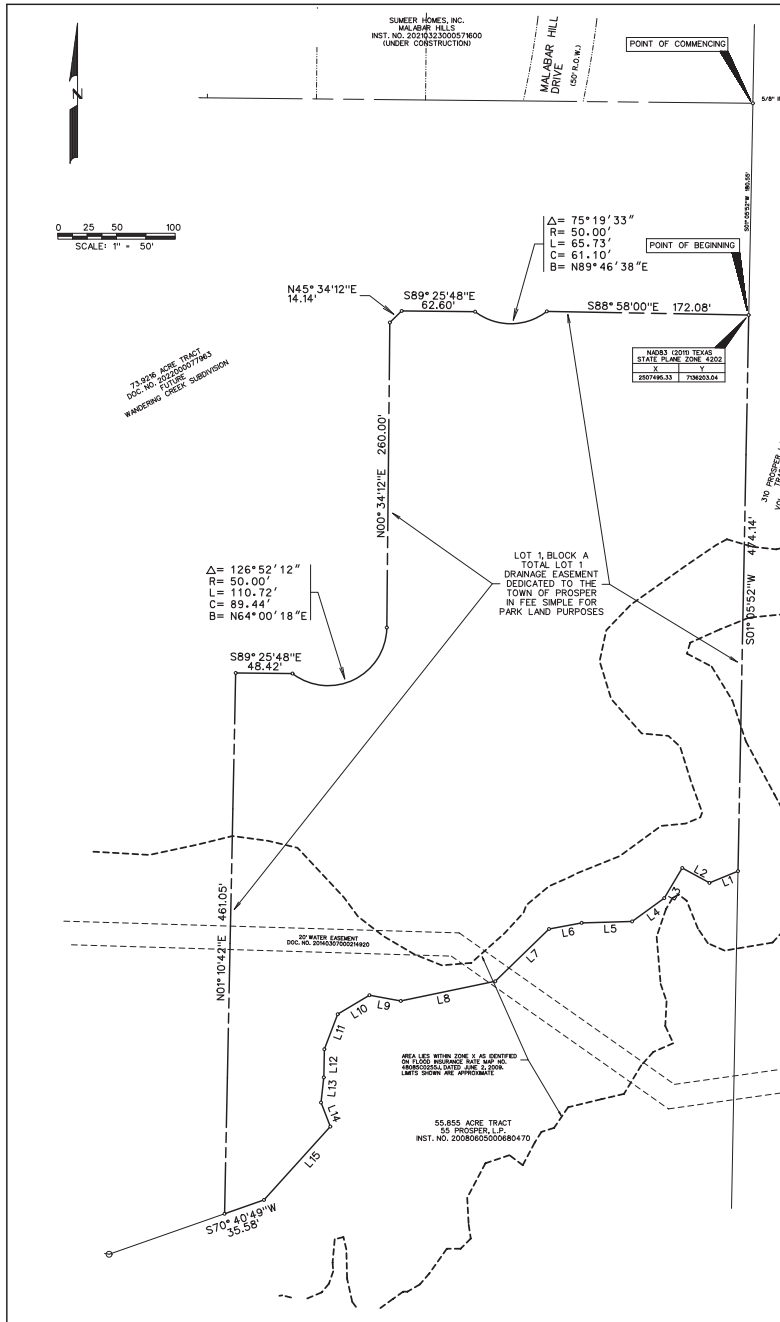


M. Matthew McAdams





Attachment 8



LEGAL DESCRIPTION

BEING, a tract of land situated in the Jeremiah Horn Survey, Abstract Number 411, in the Town of Prosper, Collin County, Texas, being all of 73.9216 acre tract, as described in Doc. No. 202200077963 in the Deed Records of Collin County, Texas, and being more particularly described as follows:

COMMENCING, at a 5/8 inch iron rod found at the southwest corner of a 45.00 acre tract, as described in Doc. No. 2021032300057600 in said Deed Records and being the northeast corner of said 73.9216 acre tract, same being in the west line of a tract of land in deed to 310 Prosper, L.P., as described in in Vol. 5823, Pg 3452 in said Deed Records:

THENCE, South 01°05'52" West, along the east line of said 73.9216 acre tract and with the west line of said 310 Prosper, L.P., for a distance of 180.55 feet, to the POINT OF BEGINNING:

THENCE, South 01°05'52" West, continuing along said east and west lines, for a distance of 474.14 feet, to a point in the center of the creek:

THENCE, along the south line of said 73.9216 acre tract and along the centerline of said creek for the following sixteen (16) calls:

- South 67°45'09" West, for a distance of 26.27 feet;
- North 61°17'57" West, for a distance of 26.43 feet;
- South 30°50'48" West, for a distance of 29.95 feet;
- South 54°00'54" West, for a distance of 33.82 feet;
- South 88°20'15" West, for a distance of 43.05 feet;
- South 79°24'29" West, for a distance of 28.31 feet;
- South 45°49'02" West, for a distance of 63.91 feet;
- South 78°13'58" West, for a distance of 82.24 feet;
- North 79°43'00" West, for a distance of 27.16 feet;
- South 59°06'56" West, for a distance of 31.51 feet;
- South 20°52'18" West, for a distance of 31.91 feet;
- South 01°08'53" West, for a distance of 24.02 feet;
- South 06°19'53" West, for a distance of 21.59 feet;
- South 21°05'52" East, for a distance of 21.98 feet;
- South 42°07'51" West, for a distance of 84.32 feet;
- South 70°40'49" West, for a distance of 35.58 feet;

THENCE, North 01°10'42" East, departing said creek and said south line, for a distance of 461.05 feet, to a 1/2 inch iron rod set with a yellow cap stamped "Corwin Eng. Inc.":

THENCE, South 89°25'48" East, for a distance of 48.42 feet, to a 1/2 inch iron rod set with a yellow cap stamped "Corwin Eng. Inc.", on a curve to the left, having a radius of 50.00 feet, a central angle of 126°52'12":

THENCE, along said curve to the left for an arc distance of 110.72 feet (Chord Bearing North 64°00'18" East 89.44 feet), to a 1/2 inch iron rod set with a yellow cap stamped "Corwin Eng. Inc.", at the point of tangency:

THENCE, North 00°34'12" East, for a distance of 260.00 feet, to a 1/2 inch iron rod set with a yellow cap stamped "Corwin Eng. Inc.":

THENCE, North 45°34'12" East, for a distance of 14.14 feet, to a 1/2 inch iron rod set with a yellow cap stamped "Corwin Eng. Inc.":

THENCE, South 89°25'48" East, for a distance of 62.60 feet, to a 1/2 inch iron rod set with a yellow cap stamped "Corwin Eng. Inc.", on a non-tangent curve to the left, having a radius of 50.00 feet, a central angle of 75°19'33":

THENCE, along said curve to the left for an arc distance of 65.73 feet (Chord Bearing North 89°46'38" East 61.10 feet), to a 1/2 inch iron rod set with a yellow cap stamped "Corwin Eng. Inc.":

THENCE, South 88°58'00" East, for a distance of 172.08 feet, to the POINT OF BEGINNING and containing 4.841 acres of land.

SURVEYOR'S CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS that I, WARREN L. CORWIN, do hereby certify that I prepared this Plat and the field notes made a part thereof from an actual and accurate survey of the land and that the corner monuments shown thereon were properly placed under my personal supervision, in accordance with the Subdivision regulations of the Town of Prosper, Texas.

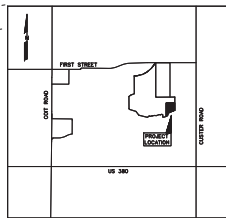
WARREN L. CORWIN  
R.P.L.S. No. 4621

THE STATE OF TEXAS §  
COUNTY OF COLLIN §

Before me, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared WARREN L. CORWIN, known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed same for the purpose and consideration therein expressed and in the capacity therein stated.

Given under my hand and seal of office, this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

NOTARY PUBLIC, STATE OF TEXAS



VICINITY MAP  
N.T.S.

STATE OF TEXAS §  
COUNTY OF COLLIN §

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS: THAT, HUNT WANDERING CREEK LAND, L.L.C., acting herein by and through its duly authorized officers, does hereby certify and adopt this plat designating the herein above described property as WANDERING CREEK, an addition to the Town of Prosper, and does hereby dedicate to the public use forever, the streets and alleys shown thereon. The HUNT WANDERING CREEK LAND, L.L.C. does herein certify the following:

1. The streets and alleys are dedicated for street and alley purposes.
2. All public improvements and dedications shall be free and clear of all debt, liens, and/or encumbrances.
3. The easements and public use areas, as shown, are dedicated for the public use forever for the purposes indicated on this plat.
4. No buildings, fences, trees, shrubs or other improvements or growths shall be constructed or placed upon, over or across the easements if approved by the Town of Prosper.
5. The Town of Prosper is not responsible for replacing any improvements in, under, or over any easements caused by maintenance or repair.
6. Utility easements may also be used for the mutual use and accommodation of all public utilities desiring to use or using the same unless the purpose of constructing, reconstructing, inspecting, patrolling, maintaining, readjusting other improvements or growths which may in any way endanger or interfere with the use of any particular utility, said use by public utilities being easements as shown, except that landscape improvements may be placed in landscape subordinate to the public's and Town of Prosper's use thereof.
7. The Town of Prosper and public utilities shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs with the construction, maintenance, or efficiency of their respective systems in the easements.
8. The Town of Prosper and public utilities shall at all times have the full right of ingress and egress to or from their respective easements for the meters and adding to or removing all or parts of their respective systems without the necessity at any time procuring permission from anyone.
9. All modifications to this document shall be by means of plat and approved by the Town of Prosper.

This plat approved subject to all platting ordinances, rules, regulations and resolutions of the Town of Prosper, Texas.

WITNESS, my hand, this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

BY: HUNT WANDERING CREEK LAND, L.L.C.

STATE OF TEXAS  
COUNTY OF COLLIN

BEFORE ME, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared \_\_\_\_\_, known to me to be the person and officer whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

Notary Public, State of Texas

CERTIFICATE OF APPROVAL

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2022 by the Planning & Zoning Commission of the Town of Prosper, Texas.

\_\_\_\_\_  
Town Secretary  
\_\_\_\_\_  
Engineering Department  
\_\_\_\_\_  
Planning Department

CASE # D22-0082  
CONVEYANCE PLAT  
OF  
WANDERING CREEK  
LOT 1, BLOCK A  
TOTAL LOT 1  
TOTAL ACRES 4.841  
OUT OF THE  
JEREMIAH HORN SURVEY, ABSTRACT NO. 411  
IN THE  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS  
OWNER/APPLICANT  
HUNT WANDERING CREEK LAND, L.L.C.  
1330 AVENUE OF THE AMERICAS, 28TH FLOOR  
NEW YORK, NY 10019  
817-329-7973  
PREPARED BY  
CORWIN ENGINEERING, INC.  
200 W. BELMONT, SUITE E  
ALLEN, TEXAS 75013  
972-396-1200  
WARREN CORWIN

**AFTER RECORDING RETURN TO:**

TOWN OF PROSPER  
P.O. Box 307  
Prosper, Texas 75078

---

**NOTICE OF CONFIDENTIALITY RIGHTS: IF YOU ARE A NATURAL PERSON, YOU MAY REMOVE OR STRIKE ANY OR ALL OF THE FOLLOWING INFORMATION FROM ANY INSTRUMENT THAT TRANSFERS AN INTEREST IN REAL PROPERTY BEFORE IT IS FILED FOR RECORD IN THE PUBLIC RECORDS: YOUR SOCIAL SECURITY NUMBER OR YOUR DRIVER'S LICENSE NUMBER.**

**SPECIAL WARRANTY DEED**

STATE OF TEXAS           §  
  §       KNOW ALL MEN BY THESE PRESENTS:  
COUNTY OF COLLIN     §

That 310 PROSPER, L.P., a Texas limited partnership ("**Grantor**"), for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other valuable consideration to the undersigned paid by the TOWN OF PROSPER, a Texas home rule municipality ("**Grantee**"), whose address is 250 W. First Street, Prosper, Texas 75078, the receipt of which is hereby acknowledged, has GRANTED, SOLD and CONVEYED, and by these presents does GRANT, SELL and CONVEY unto Grantee, that certain tract of real property located in Collin County, Texas, containing 3.756 acres of land, more or less, as more particularly described on Exhibit A attached hereto and incorporated herein by reference, together with all rights of Grantor whatsoever relating to such tract of real property, including (i) all of Grantor's right, title, and interest in and to adjacent streets, alleys, rights-of-way, privileges, easements, interests and appurtenances thereto, and (ii) any improvements situated thereon (hereinafter collectively referred to as the "**Property**").

Notwithstanding anything contained herein to the contrary, Grantor RETAINS and RESERVES from conveyance all oil, gas, and other minerals in, on, and under the Property that are owned by Grantor; provided that Grantor forever expressly releases and waives, on behalf of itself and its successors and assigns, all rights of ingress and egress to enter upon the surface of the Property for purposes of exploring for, developing, drilling, producing, transporting, mining, treating, storing or any other purposes incident to the development or production of the oil, gas and other minerals reserved to Grantor (or owned or held by any other persons or entities owned or controlled, directly or indirectly, by Grantor) in, on, and under the Property. Grantor and its contractors, agents and affiliated entities shall have the limited right to enter the subsurface of the Property with a



**AFTER RECORDING RETURN TO:**

TOWN OF PROSPER  
P.O. Box 307  
Prosper, Texas 75078

---

**NOTICE OF CONFIDENTIALITY RIGHTS: IF YOU ARE A NATURAL PERSON, YOU MAY REMOVE OR STRIKE ANY OR ALL OF THE FOLLOWING INFORMATION FROM ANY INSTRUMENT THAT TRANSFERS AN INTEREST IN REAL PROPERTY BEFORE IT IS FILED FOR RECORD IN THE PUBLIC RECORDS: YOUR SOCIAL SECURITY NUMBER OR YOUR DRIVER'S LICENSE NUMBER.**

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Notwithstanding anything contained herein to the contrary, Grantor RETAINS and RESERVES from conveyance all oil, gas, and other minerals in, on, and under the Property that are owned by Grantor; provided that Grantor forever expressly releases and waives, on behalf of itself and its successors and assigns, all rights of ingress and egress to enter upon the surface of the Property for purposes of exploring for, developing, drilling, producing, transporting, mining, treating, storing or any other purposes incident to the development or production of the oil, gas and other minerals reserved to Grantor (or owned or held by any other persons or entities owned or controlled, directly or indirectly, by Grantor) in, on, and under the Property. Grantor and its contractors, agents and affiliated entities shall have the limited right to enter the subsurface of the Property with a



subsurface horizontal or directional wellbore in an effort to explore for and develop oil and gas under the Property, provided that any drilling beneath the surface of the Property shall be at a depth of at least 500 feet beneath the surface of the Property and any subsurface production shall be at least 2,000 feet beneath the surface of the Property.

This conveyance is made and accepted subject to the exceptions, items and matters described on **Exhibit B** attached hereto, and incorporated herein by reference, to the extent the same are valid and subsisting and affect title to the property conveyed hereby (collectively, the "**Permitted Exceptions**").

No part of the Property shall be used for any purpose other than for park and recreation purposes. This restrictive covenant in no way limits the Town's right to use the Property for auxiliary uses including, but not limited to, recreation facilities, food services/trucks, event/entertainment venues, bathrooms, and similar purposes. This restrictive covenant may be removed only by a written release agreement executed by Texas Land Management, L.L.C., the general partner of Grantor, or its successors or assigns. This restrictive covenant shall run with the land.

TO HAVE AND TO HOLD the Property, together with all and singular the rights and appurtenances thereto in anywise belonging, unto the said Grantee, its successors and assigns forever; and Grantor does hereby bind itself and its successors and assigns, to WARRANT and FOREVER DEFEND, subject to the Permitted Exceptions, all and singular the Property unto the said Grantee, its successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, by, through or under Grantor, but not otherwise.

THE CONVEYANCE OF THE PROPERTY AS PROVIDED FOR HEREIN IS MADE ON AN "AS IS WHERE IS" AND "WITH ALL FAULTS" BASIS, AND GRANTEE EXPRESSLY ACKNOWLEDGES THAT, FOR THE CONSIDERATION RECITED HEREIN, EXCEPT FOR THE SPECIAL WARRANTY OF TITLE SET FORTH HEREIN, GRANTOR MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, WITH RESPECT TO THE PROPERTY AND SPECIFICALLY DISCLAIMS ANY REPRESENTATION, WARRANTY OR GUARANTY WITH RESPECT TO THE PROPERTY, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, ANY REPRESENTATION OR WARRANTY AS TO THE PROPERTY'S CONDITION, FITNESS FOR A PARTICULAR PURPOSE, QUALITY, FREEDOM FROM DEFECTS OR CONTAMINATION (WHETHER OR NOT DETECTABLE BY INSPECTION), COMPLIANCE WITH ZONING OR OTHER LEGAL REQUIREMENTS OR AS TO THE AVAILABILITY OR EXISTENCE OF ANY UTILITY OR OTHER GOVERNMENTAL OR PRIVATE SERVICES OR AS TO THE AMOUNT OF TAXES ASSESSED TO THE PROPERTY. GRANTEE, ON BEHALF OF ITSELF AND ALL FUTURE OWNERS AND OCCUPANTS OF THE PROPERTY, HEREBY WAIVES AND RELEASES GRANTOR FROM ANY CLAIMS FOR RECOVERY OF COSTS ASSOCIATED WITH CONDUCT OF ANY VOLUNTARY ACTION OR ANY REMEDIAL RESPONSES, CORRECTIVE ACTION OR CLOSURE UNDER ANY APPLICABLE FEDERAL, STATE OR LOCAL ENVIRONMENTAL LAWS.

EXECUTED TO BE EFFECTIVE as of the 24<sup>th</sup> day of October, 2022.

**GRANTOR:**

310 PROSPER, L.P., a Texas limited partnership

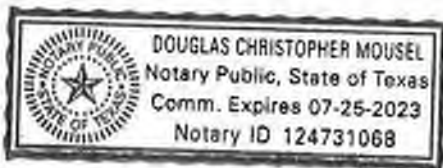
By: Texas Land Management, L.L.C., a Texas limited liability company, its General Partner

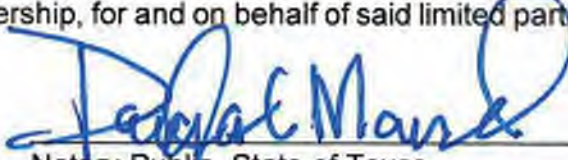
By:   
Jim Williams, Chairman

**ACKNOWLEDGMENT**

STATE OF TEXAS           §  
  §  
COUNTY OF COLLIN      §

24<sup>th</sup> This instrument was acknowledged before me, the undersigned authority, this day of October, 2022, by Jim Williams, Jr, Chairman of Texas Land Management, L.L.C., a Texas limited liability company, General Partner of 310 PROSPER, L.P., a Texas limited partnership, for and on behalf of said limited partnership.



  
Notary Public, State of Texas

My Commission Expires: 7-25-23

**EXHIBIT A to Deed**

**Legal Description**



LIBRIS Form Reg No. 1014488

LAND DESCRIPTION

BEING A TRACT OF LAND SITUATED IN THE JEREMIAH HORN SURVEY, ABSTRACT NO. 411, TOWN OF PROSPER, COLLIN COUNTY, TEXAS, A PORTION OF A CALLED 146,609 ACRE TRACT 3 DESCRIBED IN THE DEED TO 310 PROSPER, L.P. RECORDED IN VOLUME 5823, PAGE 3462 OF THE OFFICIAL PUBLIC RECORDS OF COLLIN COUNTY, TEXAS (O.P.R.C.C.T.), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380 (UNIVERSITY DRIVE), FOR THE SOUTHEAST CORNER OF A CALLED 330.801 ACRE TRACT DESCRIBED IN THE DEED TO 330 PROSPER, L.P. RECORDED IN INSTRUMENT NO. 20060811001152020 O.P.R.C.C.T. AND THE SOUTHWEST CORNER OF SAID TRACT 3; A 1/2" IRON ROD FOUND FOR REFERENCE BEARS NORTH 69° 12' 47" EAST 0.48 FEET;

THENCE NORTH 00° 22' 35" WEST, DEPARTING THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380, ALONG THE EAST LINE OF SAID 330.801 ACRE TRACT AND THE WESTERNMOST WEST LINE OF SAID TRACT 3, 693.19 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;

THENCE DEPARTING THE EAST LINE OF SAID 330.801 ACRE TRACT, ACROSS SAID TRACT 3 THE FOLLOWING COURSES AND DISTANCES:

- NORTH 89° 37' 25" EAST, 111.37 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;
- SOUTH 69° 01' 43" EAST, 44.26 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;
- SOUTH 04° 54' 54" EAST, 45.27 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;
- SOUTH 40° 31' 11" EAST, 97.75 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;
- SOUTH 06° 16' 28" EAST, 103.40 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;
- SOUTH 09° 03' 11" WEST, 134.95 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;
- SOUTH 32° 42' 59" EAST, 142.04 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;
- SOUTH 08° 52' 58" EAST, 195.00 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET IN THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380 AND THE SOUTH LINE OF SAID TRACT 3;

THENCE SOUTH 88° 05' 08" WEST, ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380 AND THE SOUTH LINE OF SAID TRACT 3, 312.66 FEET TO THE POINT OF BEGINNING AND CONTAINING 163,627 SQUARE FEET OR 3.756 ACRES OF LAND, MORE OR LESS.

Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

"Integral parts of this document"

- 1. Description - 1 page
- 2. Exhibit - 1 page



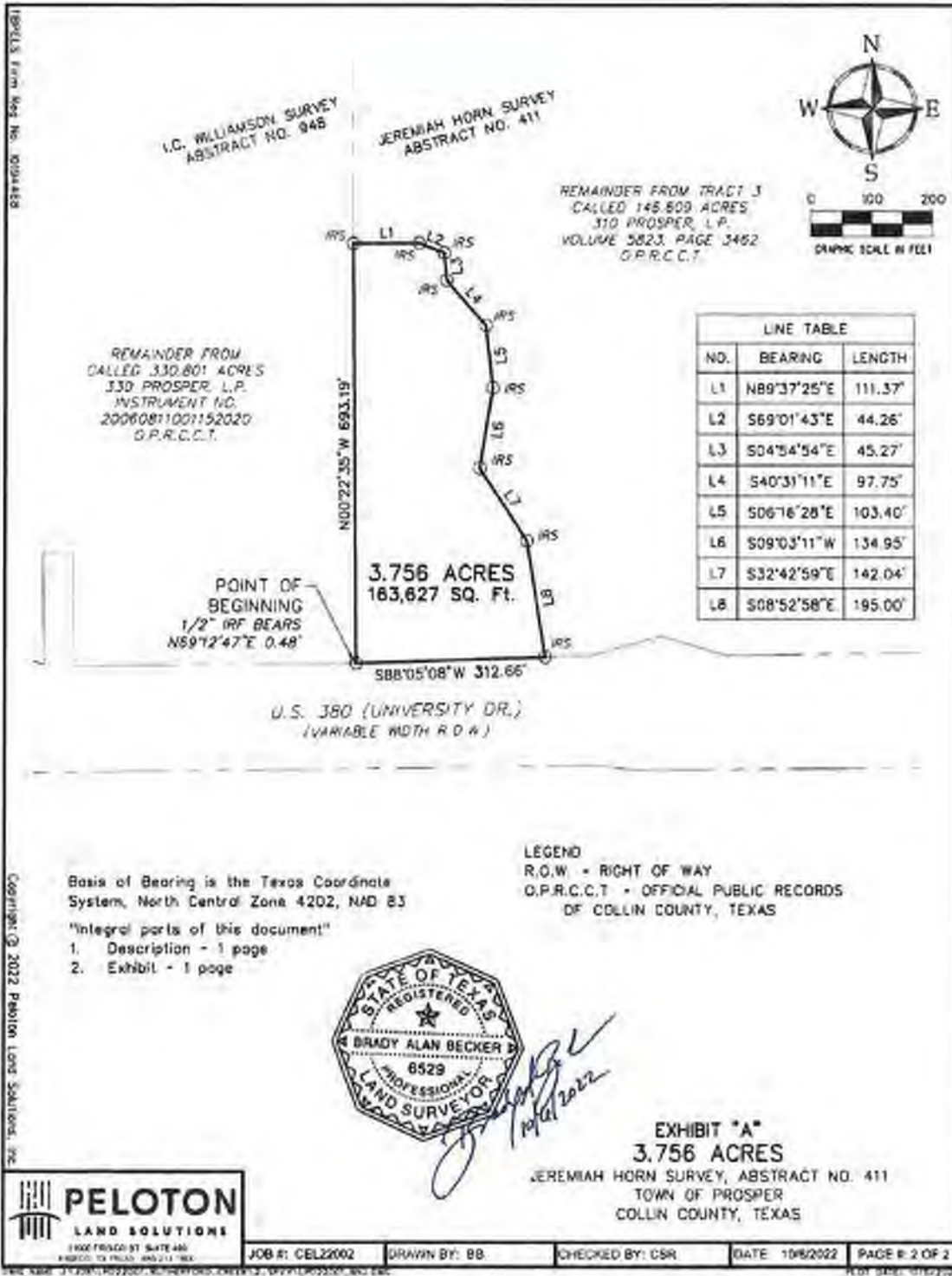
**EXHIBIT "A"**  
**3.756 ACRES**  
 JEREMIAH HORN SURVEY, ABSTRACT NO. 411  
 TOWN OF PROSPER  
 COLLIN COUNTY, TEXAS

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JOB #: CEL22002    DRAWN BY: BB    CHECKED BY: CSR    DATE: 10/6/2022    PAGE #: 1 OF 2





180715, Form No. 1044-01

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## **EXHIBIT B to Deed**

### **Permitted Exceptions**

- a. All leases, grants, exceptions or reservations of coal, lignite, oil, gas and other minerals, together with all rights, privileges, and immunities relating thereto, appearing in the Public Records.
- b. All encumbrances, violations, variations, or adverse circumstances affecting Title that would be disclosed by an accurate and complete land survey of the Land, including, without limitation, all visible and apparent easements or uses and all underground easements or uses, the existence of which may arise by unrecorded grant or by use.
- c. Rights, if any, of third parties with respect to any portion of the subject property lying within the boundaries of a public or private road.
- d. Rights of parties in possession and rights of tenants under any unrecorded leases or rental agreements.
- e. Terms, provisions, conditions and sanitary sewer easements contained in Development Agreement (Brookhollow) filed 04/01/2016, recorded in cc# 20160401000394170, Real Property Records, Collin County, Texas. As affected by Release of Developer Parties Obligations and Allocation of Impact Fee Credits filed 02/27/2017, recorded in cc# 20170227000253670, Real Property Records, Collin County, Texas.
- f. Easement granted by C. Hansford Ray to Danville Water Supply Corporation, filed 01/26/1968, recorded in Volume 703, Page 426, Real Property Records, Collin County, Texas.
- g. Mineral estate and interest in coal, lignite oil, gas and other minerals together with all rights, privileges and immunities thereto described in instrument filed 06/24/1998, recorded in Volume 4193, Page 1594, Real Property Records, Collin County, Texas.
- h. Easement granted by FF 14th Fairway Limited Partnership to North Texas Municipal Water District, dated 05/25/2004, filed 08/27/2004, recorded in Volume 5741, Page 37, Real Property Records, Collin County, Texas.
- i. Terms, provisions, and conditions of Agreement Between The Town of Prosper, Texas, 104 Prosper, LP and 310 Prosper, L.P. filed 10/12/2005, recorded in Volume 6022, Page 4323, Real Property Records, Collin County, Texas. Agreement Regarding Allocation of Park Improvement Fees dated 06/24/2009, filed 06/26/2009, recorded in cc# 20090626000797170, Real Property Records, Collin County, Texas.
- j. Easement granted by 310 Prosper, L.P. to the Town of Prosper, dated 02/23/2006, filed 06/22/2006, recorded in cc# 20060622000859330, Real Property Records, Collin County, Texas.
- k. Easement granted by C. Hansford Ray and Maude L. Ray to Denton County Electric Cooperative, Inc., filed 03/18/1953, recorded in Volume 468, Page 188, Real Property Records, Collin County, Texas.



- l. Terms, provisions, conditions, and easements contained in Easement Agreement for Flood Control Structure, filed 08/01/1956, recorded in Volume 520, Page 16, Real Property Records, Collin County, Texas.
- m. Mineral estate and interest in coal, lignite oil, gas and other minerals together with all rights, privileges and immunities thereto described in instrument filed 12/28/2004, recorded in cc# 2004- 0184156 (Volume 5823, Page 3462), Real Property Records, Collin County, Texas.
- n. Water Rights, together with all rights, privileges and immunities incident thereto as described in instrument filed 12/28/2004, recorded in cc# 2004-0184156 (Volume 5823, Page 3462), Real Property Records, Collin County, Texas.
- o. Terms, provisions and conditions of non-exclusive utility easement as reserved in Special Warranty Deed dated 12/22/2004, executed by FF 14th Fairway Limited Partnership, a Texas limited partnership, and 310 Prosper, L.P., a Texas limited partnership, filed 12/28/2004, recorded in cc# 2004-0184156, (Volume 5823, Page 3462) Real Property Records, Collin County, Texas.
- p. Unrecorded Ag Lease between 310 Prosper, L.P., a Texas limited partnership and Two S Cattle Company.
- q. Terms, provisions, conditions, and obligations contained in Construction Agreement, filed 03/26/2021, recorded in cc# 20210326000610120, Real Property Records, Collin County, Texas.
- r. Terms, provisions, conditions, and obligations contained in Development Agreement, filed 08/19/2022, recorded in cc# 2022000127158, Real Property Records, Collin County, Texas.

**Collin County**  
**Honorable Stacey Kemp**  
Collin County Clerk

---

**Instrument Number:** 2022000157255

eRecording - Real Property

DEED

Recorded On: October 26, 2022 10:53 AM

Number of Pages: 9

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**" Examined and Charged as Follows: "**

Total Recording: \$54.00

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\*\*\*\*\* THIS PAGE IS PART OF THE INSTRUMENT \*\*\*\*\*

Any provision herein which restricts the Sale, Rental or use of the described REAL PROPERTY  
because of color or race is invalid and unenforceable under federal law.

**File Information:**

Document Number: 2022000157255  
Receipt Number: 20221026000111  
Recorded Date/Time: October 26, 2022 10:53 AM  
User: Christina G  
Station: Station 9

**Record and Return To:**

Simplifile



STATE OF TEXAS  
COUNTY OF COLLIN

I hereby certify that this Instrument was FILED In the File Number sequence on the date/time  
printed hereon, and was duly RECORDED in the Official Public Records of Collin County, Texas.

Honorable Stacey Kemp  
Collin County Clerk  
Collin County, TX

AFTER RECORDING, RETURN TO:

**TOWN OF PROSPER  
P.O. Box 307  
Prosper, Texas 75078**

**HIKE AND BIKE TRAIL EASEMENT**

---

**STATE OF TEXAS        )  
                                  )  
COUNTY OF COLLIN    )**

**KNOW ALL MEN BY THESE PRESENTS:**

That **310 PROSPER, L.P., and 55 PROSPER, L.P.**, collectively hereinafter referred to as "Grantor," for and in consideration of the sum of **TEN AND NO/100 DOLLARS (\$10.00)** and other good and valuable consideration to Grantor in hand paid by the **TOWN OF PROSPER**, a Texas municipal corporation, hereinafter referred to as "Grantee," the receipt and sufficiency of which are hereby acknowledged, does hereby **GRANT, GIVE, and CONVEY** unto the said Grantee the right to construct, reconstruct, and perpetually maintain public access to and over, and repair hike and bike trail facilities and related incidental improvements (collectively, "Facilities") in, upon, across, and under the following real property:

Being 75,967 square feet or 1.744 acres of land and being part of Tract 3, in the Jeremiah Horn Survey, Abstract No. 411, Collin County, Texas, and being more particularly described and depicted in **Exhibit A**, attached hereto and made a part hereof; and

Being 32,289 square feet or 0.741 acres of land and being part of Tract 3, in the I.C. Williamson Survey, Abstract No. 948, Collin County, Texas, and being more particularly described and depicted in **Exhibit B**, attached hereto and made a part hereof

AFTER RECORDING, RETURN TO:

**TOWN OF PROSPER  
P.O. Box 307  
Prosper, Texas 75078**

**HIKE AND BIKE TRAIL EASEMENT**

---

**STATE OF TEXAS        )  
  )  
COUNTY OF COLLIN    )**

**KNOW ALL MEN BY THESE PRESENTS:**

That **310 PROSPER, L.P., and 55 PROSPER, L.P.**, collectively hereinafter referred to as "Grantor," for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable consideration to Grantor in hand paid by the **TOWN OF PROSPER**, a Texas municipal corporation, hereinafter referred to as "Grantee," the receipt and sufficiency of which are hereby acknowledged, does hereby GRANT, GIVE, and CONVEY unto the said Grantee the right to construct, reconstruct, and perpetually maintain public access to and over, and repair hike and bike trail facilities and related incidental improvements (collectively, "Facilities") in, upon, across, and under the following real property:

Being 75,967 square feet or 1.744 acres of land and being part of Tract 3, in the Jeremiah Horn Survey, Abstract No. 411, Collin County, Texas, and being more particularly described and depicted in **Exhibit A**, attached hereto and made a part hereof; and

Being 32,289 square feet or 0.741 acres of land and being part of Tract 3, in the I.C. Williamson Survey, Abstract No. 948, Collin County, Texas, and being more particularly described and depicted in **Exhibit B**, attached hereto and made a part hereof



And it is further agreed that in consideration of the benefits above set out, Grantee, its agents, employees, workmen and representatives shall have rights of ingress, egress, and regress in, upon, across, and under said premises for the purpose of making improvements on and repairs to the said Facilities or any part thereof.

Grantee further agrees to maintain, at its expense, and keep in force at all times, a policy of comprehensive general public liability insurance, including a contractual liability endorsement, and personal injury liability coverage, through its insurer Texas Municipal League Intergovernmental Risk Pool (the "Insurer"), which shall include coverage against claims for any injury, death, or damage to persons or property occurring on, in, or about the said Facilities with a combined single limit of not less than \$2,000,000 with respect to the Facilities and Grantee's use therein. Grantor shall be provided an Indemnification Under Contract Endorsement (EL217) through its Insurer. Prior to making any entry onto the said Facilities, Grantee shall furnish to Grantor: (a) a certificate of insurance evidencing the foregoing coverages, and providing that such insurance policy may not be cancelled on less than thirty (30) days prior written notice to Grantor; and (b) proof of payment of the insurance premium.

**TO HAVE AND TO HOLD** unto the Grantee for the purposes herein set forth, Grantor hereby binds Grantor, its heirs, executors, administrators, and assigns, to warrant and forever defend the easement and rights granted herein unto the said Grantee, Grantee's successors, and assigns forever against every person whomsoever lawfully claiming or attempting to claim the same or any part thereof.

**WITNESS THE GRANTOR'S HAND** effective as of the 24<sup>th</sup> day of Oct, 2022.

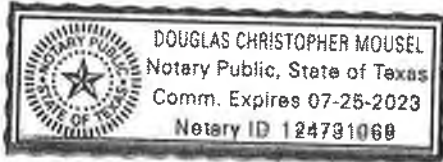
**310 PROSPER, L.P.**, a Texas limited partnership

By: Texas Land Management, L.L.C., a Texas limited liability company, its General Partner

By:   
Jim Williams, Jr., Chairman

STATE OF TEXAS        )  
                                  )  
COUNTY OF COLLIN    )

24<sup>th</sup> This instrument was acknowledged before me, the undersigned authority, on the day of October, 2022, by Jim Williams, Jr., Chairman of Texas Land Management, L.L.C., a Texas limited liability company, General Partner of 310 Prosper, L.P., a Texas limited partnership, for and on behalf of said limited partnership.



  
Notary Public, State of Texas  
My Commission Expires: 7-25-23



**55 PROSPER, L.P.**, a Texas limited partnership

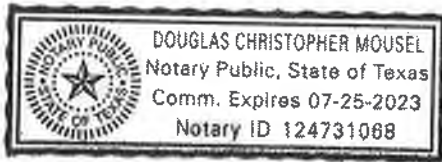
By: One Prosper Holdings, L.L.C., a Texas limited liability company, its General Partner

By: B.F. Hill  
B.F. Hill, President

STATE OF TEXAS )  
COUNTY OF Somervell )

22nd This instrument was acknowledged before me, the undersigned authority, on the day of October, 2022, by B.F. Hill, President of One Prosper Holdings, L.L.C., a Texas limited liability company, General Partner of 55 Prosper, L.P., a Texas limited partnership, for and on behalf of said limited partnership.

Douglas Mousel  
Notary Public, State of Texas  
My Commission Expires: 7-25-2023



**EXHIBIT A to Easement**  
**(Legal Description and Depiction of 1.744 Acre Easement)**  
**(310 Prosper, L.P.)**

TITLE: TRAIL EASEMENT

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TRAIL EASEMENT

BEING A TRACT OF LAND SITUATED IN THE JEREMIAH HORN SURVEY, ABSTRACT NO. 411, TOWN OF PROSPER, COLLIN COUNTY, TEXAS, A PORTION OF A CALLED 146.609 ACRE TRACT 3 DESCRIBED IN THE DEED TO 310 PROSPER, L.P. RECORDED IN VOLUME 5823, PAGE 3462 OF THE OFFICIAL PUBLIC RECORDS OF COLLIN COUNTY, TEXAS (O.P.R.C.C.T.), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380 (UNIVERSITY DRIVE), FOR THE SOUTHEAST CORNER OF A CALLED 330.801 ACRE TRACT DESCRIBED IN THE DEED TO 330 PROSPER, L.P. RECORDED IN INSTRUMENT NO. 20060811001152020 O.P.R.C.C.T. AND THE SOUTHWEST CORNER OF SAID TRACT 3; A 1/2" IRON ROD FOUND FOR REFERENCE BEARS NORTH 69° 12' 47" EAST 0.48 FEET;

THENCE NORTH 00° 22' 35" WEST, DEPARTING THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380, ALONG THE EAST LINE OF SAID 330.801 ACRE TRACT AND THE WESTERNMOST WEST LINE OF SAID TRACT 3, 693.19 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET FOR THE POINT OF BEGINNING;

THENCE NORTH 00° 22' 35" WEST, CONTINUING ALONG THE EAST LINE OF SAID 330.801 ACRE TRACT AND THE WESTERNMOST WEST LINE OF SAID TRACT 3, 20.00 FEET;

THENCE DEPARTING THE EAST LINE OF SAID 330.801 ACRE TRACT, ACROSS SAID TRACT 3, THE FOLLOWING COURSES AND DISTANCES:

- NORTH 89° 37' 25" EAST, 115.14 FEET;
- SOUTH 69° 01' 43" EAST, 60.56 FEET;
- SOUTH 04° 54' 54" EAST, 51.38 FEET;
- SOUTH 40° 31' 11" EAST, 97.49 FEET;
- SOUTH 06° 16' 28" EAST, 112.25 FEET;
- SOUTH 09° 03' 11" WEST, 130.01 FEET;
- SOUTH 32° 42' 59" EAST, 138.63 FEET;
- SOUTH 08° 52' 58" EAST, 181.51 FEET;
- NORTH 88° 05' 08" EAST, 57.79 FEET;
- NORTH 74° 14' 30" EAST, 121.16 FEET;
- SOUTH 73° 49' 27" EAST, 111.66 FEET;
- NORTH 09° 45' 56" EAST, 252.16 FEET;
- NORTH 85° 13' 30" EAST, 252.95 FEET;
- NORTH 33° 05' 12" EAST, 51.78 FEET;
- NORTH 02° 05' 54" WEST, 49.58 FEET;

CONTINUED ON PAGE 2

Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

"Integral parts of this document"

- 1. Description - 3 pages
- 2. Exhibit - 3 pages

EXHIBIT "A"  
TRAIL EASEMENT

JEREMIAH HORN SURVEY, ABSTRACT NO. 411  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS



JOB #: CEL22002	DRAWN BY: BB	CHECKED BY: CSR	DATE: 10/6/2022	PAGE #: 1 OF 6
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FILE NAME: J:\2021\002202\CEL22002\CEL22002\_CEL22002\_001.DWG

PLOT DATE: 10/6/2022

188xLS Firm Reg No. 1019468

CONTINUED FROM PAGE 1

NORTH 39° 00' 15" WEST, 232.83 FEET;  
 NORTH 50° 46' 39" WEST, 96.91 FEET;  
 NORTH 10° 18' 34" WEST, 163.90 FEET;  
 NORTH 09° 44' 29" EAST, 96.29 FEET;  
 NORTH 49° 01' 25" EAST, 159.69 FEET;  
 NORTH 25° 15' 06" EAST, 143.71 FEET;  
 NORTH 07° 45' 53" EAST, 60.07 FEET;  
 NORTH 35° 37' 59" EAST, 56.96 FEET;  
 NORTH 31° 31' 35" WEST, 26.08 FEET;  
 NORTH 54° 55' 48" WEST, 46.89 FEET;  
 NORTH 69° 45' 39" WEST, 59.16 FEET;  
 NORTH 82° 23' 53" WEST, 52.43 FEET;  
 NORTH 86° 39' 26" WEST, 370.06 FEET;  
 NORTH 83° 45' 39" WEST, 72.84 FEET;  
 NORTH 79° 56' 35" WEST, 129.57 FEET;  
 NORTH 73° 48' 13" WEST, 209.69 FEET TO A POINT IN THE EAST LINE OF A CALLED 6.829 ACRE TRACT DESCRIBED IN THE DEED TO PROSPER INDEPENDENT SCHOOL DISTRICT RECORDED IN INSTRUMENT NO. 20200306000329050 O.P.R.C.C.T AND THE WESTERNMOST WEST LINE OF SAID TRACT 3,

THENCE NORTH 00° 22' 35" WEST, ALONG THE EAST LINE OF SAID 6.829 ACRE TRACT AND THE WESTERNMOST WEST LINE OF SAID TRACT 3, 20.87 FEET;

THENCE DEPARTING THE EAST LINE OF SAID 6.829 ACRE TRACT, ACROSS SAID TRACT 3, THE FOLLOWING COURSES AND DISTANCES:

SOUTH 73° 48' 15" EAST, 214.59 FEET;  
 SOUTH 79° 56' 35" EAST, 127.81 FEET;  
 SOUTH 83° 45' 39" EAST, 71.67 FEET;  
 SOUTH 86° 39' 26" EAST, 370.30 FEET;  
 SOUTH 82° 23' 53" EAST, 55.39 FEET;  
 SOUTH 69° 45' 39" EAST, 63.98 FEET;  
 SOUTH 54° 55' 48" EAST, 53.64 FEET;  
 SOUTH 31° 31' 35" EAST, 43.50 FEET;  
 SOUTH 35° 37' 59" WEST, 65.28 FEET;  
 SOUTH 07° 45' 53" WEST, 58.19 FEET;  
 SOUTH 25° 15' 06" WEST, 151.00 FEET;  
 SOUTH 49° 01' 25" WEST, 156.76 FEET;

CONTINUED ON PAGE 3

Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

"Integral parts of this document"

1. Description - 3 pages
2. Exhibit - 3 pages

**EXHIBIT "A"**  
**TRAIL EASEMENT**

JEREMIAH HORN SURVEY, ABSTRACT NO. 411  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS

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JOB #	DRAWN BY	CHECKED BY	DATE	PAGE #
CEL22002	BB	CSR	10/6/2022	2 OF 6

FILED NAME: C:\2022\10\06\CEL22002\OTHER\DWG\DWG\10011019032201.dwg

FILED DATE: 10/6/2022

TIF-EIS Form Reg No. 0134468

CONTINUED FROM PAGE 2

SOUTH 09° 44' 29" WEST, 85.61 FEET;  
SOUTH 10° 18' 34" EAST, 152.99 FEET;  
SOUTH 50° 46' 39" EAST, 91.60 FEET;  
SOUTH 39° 00' 15" EAST, 241.57 FEET;  
SOUTH 02° 05' 54" EAST, 62.60 FEET;  
SOUTH 33° 05' 12" WEST, 67.91 FEET;  
SOUTH 85° 13' 30" WEST, 247.26 FEET;  
SOUTH 09° 45' 56" WEST, 254.59 FEET TO A POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380 AND A SOUTHERLY LINE OF SAID TRACT 3;

THENCE ALONG THE NORTHERLY RIGHT-OF-WAY LINES OF U.S. 380 AND SOUTHERLY LINES SAID TRACT 3, THE FOLLOWING COURSES AND DISTANCES:

SOUTH 89° 22' 24" WEST, 15.37 FEET;  
NORTH 73° 49' 27" WEST, 113.09 FEET;  
SOUTH 74° 14' 30" WEST, 117.87 FEET;  
SOUTH 88° 05' 08" WEST, 77.92 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;

THENCE DEPARTING THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380, ACROSS SAID TRACT 3, THE FOLLOWING COURSES AND DISTANCES:

NORTH 08° 52' 58" WEST, 195.00 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;  
NORTH 32° 42' 59" WEST, 142.04 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;  
NORTH 09° 03' 11" EAST, 134.95 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;  
NORTH 06° 16' 28" WEST, 103.40 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;  
NORTH 40° 31' 11" WEST, 97.75 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;  
NORTH 04° 54' 54" WEST, 45.27 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;  
NORTH 69° 01' 43" WEST, 44.26 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET;  
SOUTH 89° 37' 25" WEST, 111.37 FEET TO THE POINT OF BEGINNING AND CONTAINING 75,967 SQUARE FEET OR 1.744 ACRES OF LAND, MORE OR LESS.

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Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

"Integral parts of this document"

- 1. Description - 3 pages
- 2. Exhibit - 3 pages

**EXHIBIT "A"**  
**TRAIL EASEMENT**

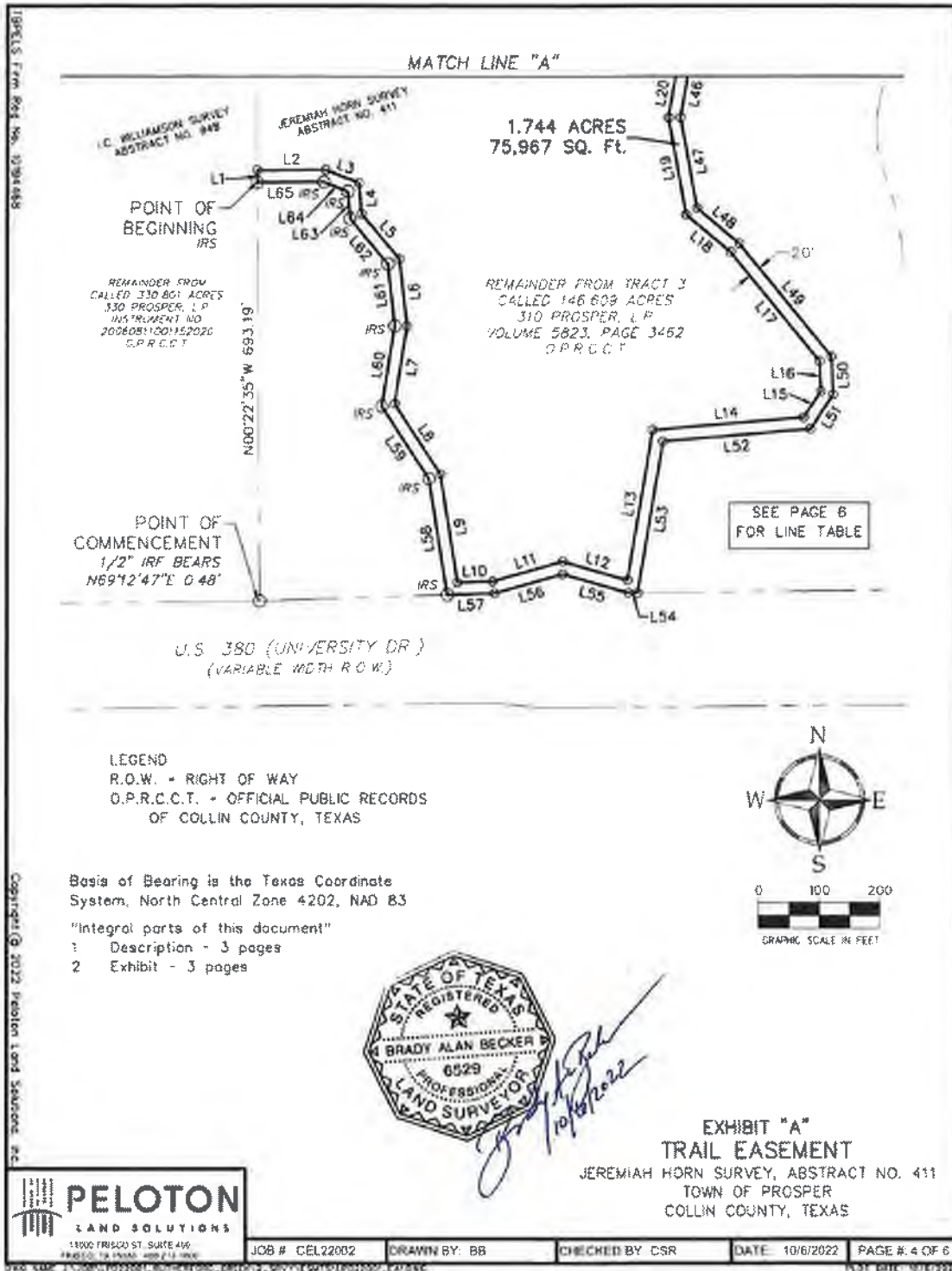
JEREMIAH HORN SURVEY, ABSTRACT NO. 411  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS



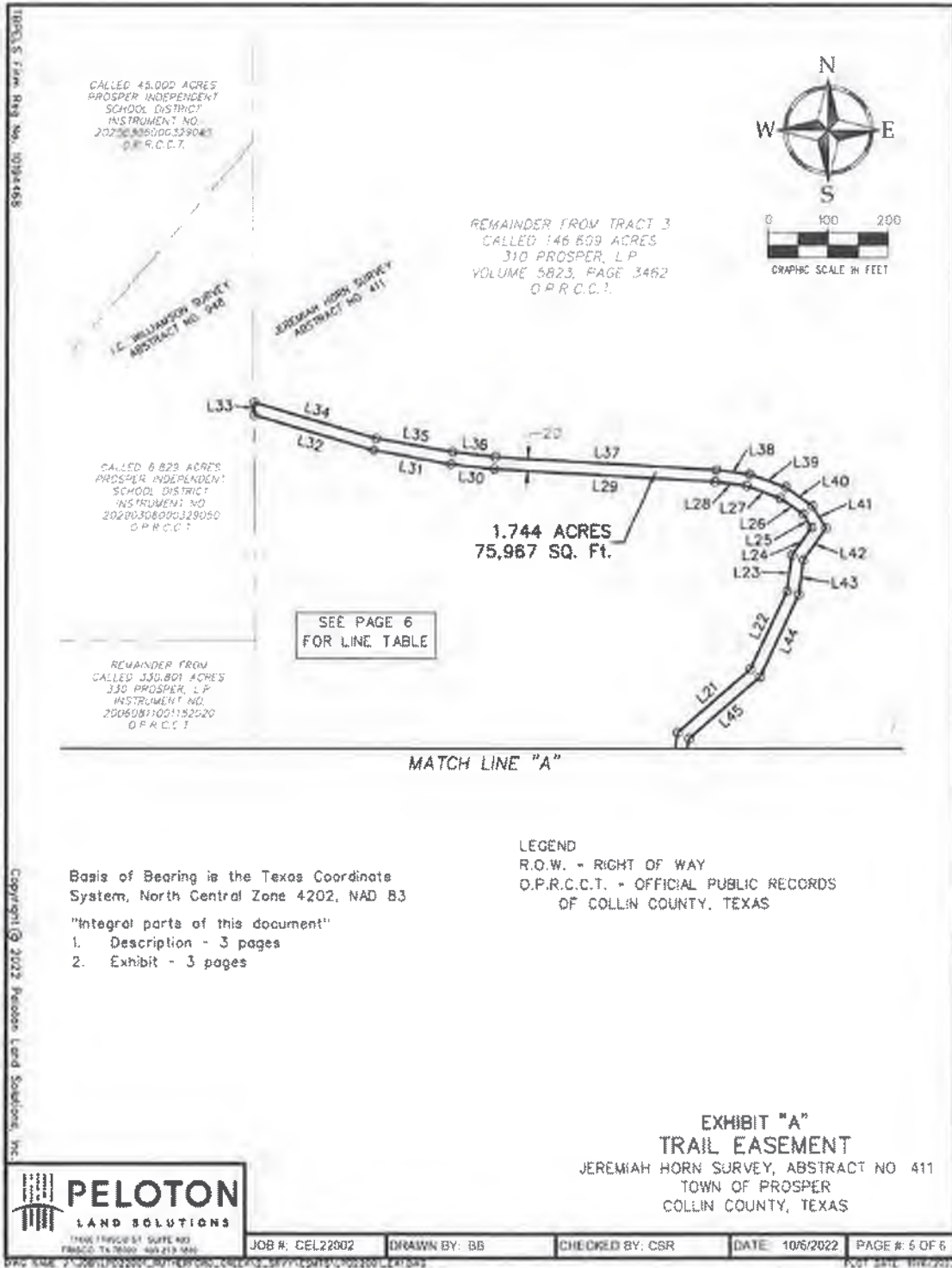
JOB #: CEL22002    DRAWN BY: BB    CHECKED BY: CSR    DATE: 10/6/2022    PAGE #: 3 OF 6

FILED: 2022 OCT 10 10:51 AM AT THE OFFICE OF THE COUNTY CLERK, COLLIN COUNTY, TEXAS

FILED: 2022 OCT 10 10:51 AM







L596135 From Prop No. 10124423

LINE TABLE			LINE TABLE			LINE TABLE		
NO.	BEARING	LENGTH	NO.	BEARING	LENGTH	NO.	BEARING	LENGTH
L1	N00°22'35"W	20.00'	L26	N54°55'48"W	46.89'	L51	S33°05'12"W	67.91'
L2	N89°37'25"E	115.14'	L27	N69°45'39"W	59.16'	L52	S65°13'30"W	247.26'
L3	S69°01'43"E	60.56'	L28	N82°23'53"W	52.43'	L53	S09°45'56"W	254.59'
L4	S04°54'54"E	51.38'	L29	N86°39'26"W	370.06'	L54	S89°22'24"W	15.37'
L5	S40°31'11"E	97.49'	L30	N83°45'39"W	72.84'	L55	N73°49'27"W	113.09'
L6	S06°16'28"E	112.25'	L31	N79°56'35"W	129.57'	L56	S74°14'30"W	117.87'
L7	S09°03'11"W	130.01'	L32	N73°48'13"W	209.69'	L57	S88°05'08"W	77.92'
L8	S32°42'59"E	138.63'	L33	N00°22'35"W	20.87'	L58	N08°52'58"W	195.00'
L9	S08°52'58"E	181.51'	L34	S73°48'15"E	214.59'	L59	N32°42'59"W	142.04'
L10	N88°05'08"E	57.79'	L35	S79°56'35"E	127.61'	L60	N09°03'11"E	134.95'
L11	N74°14'30"E	121.16'	L36	S83°45'39"E	71.67'	L61	N06°16'28"W	103.40'
L12	S73°49'27"E	111.66'	L37	S86°39'26"E	370.30'	L62	N40°31'11"W	97.75'
L13	N09°45'56"E	252.16'	L38	S82°23'53"E	55.39'	L63	N04°54'54"W	45.27'
L14	N85°13'30"E	252.95'	L39	S69°45'39"E	63.98'	L64	N69°01'43"W	44.26'
L15	N33°05'12"E	51.78'	L40	S54°55'48"E	53.64'	L65	S89°37'25"W	111.37'
L16	N02°05'54"W	49.58'	L41	S31°31'35"E	43.50'			
L17	N39°00'15"W	232.83'	L42	S35°37'59"W	65.28'			
L18	N50°46'39"W	96.91'	L43	S07°45'53"W	58.19'			
L19	N10°18'34"W	163.90'	L44	S25°15'06"W	151.00'			
L20	N09°44'29"E	96.29'	L45	S49°01'25"W	156.76'			
L21	N49°01'25"E	159.69'	L46	S09°44'29"W	85.61'			
L22	N25°15'06"E	143.71'	L47	S10°18'34"E	152.99'			
L23	N07°45'53"E	60.07'	L48	S50°46'39"E	91.60'			
L24	N35°37'59"E	56.96'	L49	S39°00'15"E	241.57'			
L25	N31°31'35"W	26.08'	L50	S02°05'54"E	62.60'			

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Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

"Integral parts of this document"

1. Description - 3 pages
2. Exhibit - 3 pages



**PELTON**  
LAND SOLUTIONS  
11000 FRISCO ST SUITE 400  
FRISCO, TX 75033 469-213-1881

**EXHIBIT "A"**  
**TRAIL EASEMENT**  
JEREMIAH HORN SURVEY, ABSTRACT NO. 411  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS

JOB # CEL22002 DRAWN BY: BB CHECKED BY: CSR DATE: 10/6/2022 PAGE # 6 OF 6



**EXHIBIT B to Easement**  
**(Legal Description and Depiction of 0.741 Acre Easement)**  
**(55 Prosper, L.P.)**

1896135 Form Reg No. 7014448

**TRAIL EASEMENT**

**PART 1**

BEING A TRACT OF LAND SITUATED IN THE I.C. WILLIAMSON SURVEY, ABSTRACT NO. 948, TOWN OF PROSPER, COLLIN COUNTY, TEXAS, BEING PART OF THE REMAINDER FROM A CALLED 330.801 ACRE TRACT OF LAND DESCRIBED IN THE DEED TO 330 PROSPER, L.P. RECORDED IN INSTRUMENT NO. 20060811001152020 OF THE OFFICIAL PUBLIC RECORDS OF COLLIN COUNTY, TEXAS (O.P.R.C.C.T.), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT POINT IN THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380 (UNIVERSITY DRIVE), FOR THE SOUTHWEST CORNER OF A CALLED 146.609 ACRE TRACT 3 DESCRIBED IN THE DEED TO 310 PROSPER, L.P. RECORDED IN VOLUME 5823, PAGE 3462 O.P.R.C.C.T AND THE SOUTHEAST CORNER OF SAID 330.801 ACRE TRACT; A 1/2" IRON ROD FOUND FOR REFERENCE BEARS NORTH 69° 12' 47" EAST 0.48 FEET;

THENCE NORTH 00° 22' 35" WEST, DEPARTING THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380, ALONG A WESTERLY LINE OF SAID TRACT 3 AND AN EASTERLY LINE OF SAID 330.801 ACRE TRACT, 693.19 FEET TO A 5/8" IRON ROD WITH CAP STAMPED "PELTON" SET FOR THE POINT OF BEGINNING

THENCE DEPARTING THE WESTERLY LINE OF SAID TRACT 3, ACROSS SAID 330.801 ACRE TRACT, THE FOLLOWING COURSES AND DISTANCES:

- SOUTH 89° 37' 25" WEST, 36.94 FEET;
- SOUTH 70° 14' 21" WEST, 193.28 FEET;
- SOUTH 73° 27' 21" WEST, 104.12 FEET;
- SOUTH 47° 28' 34" WEST, 140.15 FEET;
- SOUTH 73° 21' 03" WEST, 35.35 FEET;
- NORTH 62° 49' 54" WEST, 126.62 FEET;
- SOUTH 35° 32' 17" WEST, 143.59 FEET;
- SOUTH 52° 32' 03" WEST, 104.80 FEET;
- SOUTH 27° 58' 26" WEST, 105.59 FEET;
- SOUTH 53° 25' 06" WEST, 76.46 FEET;
- NORTH 86° 55' 58" WEST, 312.25 FEET;
- SOUTH 84° 08' 48" WEST, 81.44 FEET;
- NORTH 75° 01' 43" WEST, 81.49 FEET;
- SOUTH 66° 48' 38" WEST, 107.09 FEET;
- SOUTH 06° 27' 44" WEST, 42.83 FEET;
- SOUTH 61° 41' 20" WEST, 40.63 FEET;
- NORTH 88° 57' 08" WEST, 74.65 FEET;
- SOUTH 46° 01' 04" WEST, 68.06 FEET;
- SOUTH 65° 39' 43" WEST, 128.61 FEET TO A POINT IN A WESTERLY LINE OF SAID 330.801 ACRE TRACT;

THENCE NORTH 19° 23' 57" EAST, ALONG SAID WESTERLY LINE OF SAID 330.801 ACRE TRACT, 27.68 FEET;

CONTINUED ON PAGE 2

Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

"Integral parts of this document"

- 1. Description - 3 pages
- 2. Exhibit - 3 pages

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**EXHIBIT "A"**  
**TRAIL EASEMENT**  
I.C. WILLIAMSON SURVEY, ABSTRACT NO. 948  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS

JOB #: CEL22002	DRAWN BY: BB	CHECKED BY: CSR	DATE: 10/6/2022	PAGE #: 1 OF 5
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FILE NAME: J:\1896135\1896135-02-065-03-053-15-002\1896135-02-065-03-053-15-002-001.DWG

PLT: 001 - 10/10/2022

110015 From Reg. No. 10014468

CONTINUED FROM PAGE 1

THENCE ACROSS SAID 330.801 ACRE TRACT, THE FOLLOWING COURSES AND DISTANCES:

- NORTH 65° 39' 43" EAST, 106.01 FEET;
- NORTH 46° 01' 04" EAST, 72.89 FEET;
- SOUTH 88° 57' 08" EAST, 77.70 FEET;
- NORTH 61° 41' 20" EAST, 24.93 FEET;
- NORTH 06° 27' 44" EAST, 44.00 FEET;
- NORTH 66° 48' 39" EAST, 125.64 FEET;
- SOUTH 75° 01' 43" EAST, 84.73 FEET;
- NORTH 84° 08' 48" EAST, 79.32 FEET;
- SOUTH 86° 55' 58" EAST, 306.60 FEET;
- NORTH 53° 25' 08" EAST, 64.74 FEET;
- NORTH 27° 58' 26" EAST, 105.43 FEET;
- NORTH 52° 32' 03" EAST, 106.17 FEET;
- NORTH 35° 32' 17" EAST, 157.87 FEET;
- SOUTH 62° 49' 54" EAST, 135.85 FEET;
- NORTH 73° 21' 03" EAST, 22.71 FEET;
- NORTH 47° 28' 34" EAST, 140.17 FEET;
- NORTH 73° 27' 21" EAST, 108.17 FEET;
- NORTH 70° 14' 21" EAST, 196.13 FEET;
- NORTH 89° 37' 25" EAST, 40.35 FEET TO A POINT IN A WESTERLY LINE OF SAID TRACT 3 AND AN EASTERLY LINE OF SAID 330.801 ACRE TRACT;

THENCE SOUTH 00° 22' 35" EAST, ALONG THE WESTERLY OF SAID TRACT 3 AND THE EASTERLY LINE OF SAID 330.801 ACRE TRACT, 20.00 FEET TO THE POINT OF BEGINNING AND CONTAINING 40,034 SQUARE FEET OR 0.919 ACRES OF LAND, MORE OR LESS.

PART 2

BEING A TRACT OF LAND SITUATED IN THE I.C. WILLIAMSON SURVEY, ABSTRACT NO. 948, TOWN OF PROSPER, COLLIN COUNTY, TEXAS, BEING PART OF THE REMAINDER FROM A CALLED 330.801 ACRE TRACT OF LAND DESCRIBED IN THE DEED TO 330 PROSPER, L.P. RECORDED IN INSTRUMENT NO. 20060811001152020 OF THE OFFICIAL PUBLIC RECORDS OF COLLIN COUNTY, TEXAS (O.P.R.C.C.T.), AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A 5/8" IRON ROD FOUND IN THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380 (UNIVERSITY DRIVE), FOR A SOUTHEAST CORNER OF SAID 330.801 ACRE TRACT;

THENCE NORTH 19° 23' 57" EAST, DEPARTING THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. 380, ALONG AN EASTERLY LINE OF SAID 330.801 ACRE TRACT, 193.27 FEET TO AN INTERIOR CORNER OF SAID 330.801 ACRE TRACT;

CONTINUED ON PAGE 3

Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

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**EXHIBIT "A"**  
**TRAIL EASEMENT**  
I.C. WILLIAMSON SURVEY, ABSTRACT NO. 948  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS

JOB #: CEL22002    DRAWN BY: BB    CHECKED BY: CSR    DATE: 10/6/2022    PAGE #: 2 OF 6

FILE DATE: 10/6/2022

TRBL's Form No. 44, Rev. 01/19/2018

CONTINUED FROM PAGE 2

THENCE SOUTH 70° 36' 03" EAST, ALONG A SOUTHERLY LINE OF SAID 330.801 ACRE TRACT, 9.38 FEET TO THE POINT OF BEGINNING;

THENCE ACROSS SAID 330.801 ACRE TRACT, THE FOLLOWING COURSES AND DISTANCES:

- NORTH 01° 49' 40" WEST, 13.95 FEET;
- NORTH 54° 47' 01" EAST, 98.53 FEET;
- NORTH 19° 02' 14" WEST, 68.67 FEET;
- NORTH 35° 20' 33" EAST, 93.52 FEET;
- NORTH 81° 13' 59" EAST, 183.10 FEET;
- NORTH 79° 14' 37" EAST, 106.89 FEET;
- NORTH 85° 45' 09" EAST, 222.55 FEET;
- NORTH 53° 13' 33" EAST, 81.42 FEET;
- NORTH 34° 37' 21" EAST, 98.95 FEET;
- NORTH 21° 04' 06" EAST, 228.17 FEET;
- NORTH 45° 45' 30" EAST, 144.27 FEET;
- NORTH 57° 07' 50" EAST, 241.71 FEET;
- NORTH 54° 13' 52" EAST, 24.53 FEET TO A POINT IN THE SOUTH LINE OF A CALLED 6.829 ACRE TRACT DESCRIBED IN THE DEED TO PROSPER INDEPENDENT SCHOOL DISTRICT RECORDED IN INSTRUMENT NO. 20200306000329050 O.P.R.C.C.T.;

THENCE NORTH 89° 49' 34" EAST, ALONG THE SOUTH LINE OF SAID 6.829 ACRE TRACT, 34.36 FEET;

THENCE DEPARTING THE SOUTH LINE OF SAID 6.829 ACRE TRACT, CONTINUING ACROSS SAID 330.801 ACRE TRACT, THE FOLLOWING COURSES AND DISTANCES:

- SOUTH 54° 13' 52" WEST, 52.98 FEET;
- SOUTH 57° 07' 50" WEST, 240.23 FEET;
- SOUTH 45° 45' 30" WEST, 137.90 FEET;
- SOUTH 21° 04' 06" WEST, 226.17 FEET;
- SOUTH 34° 37' 21" WEST, 104.60 FEET;
- SOUTH 53° 13' 33" WEST, 90.53 FEET;
- SOUTH 85° 45' 09" WEST, 227.25 FEET;
- SOUTH 79° 14' 37" WEST, 106.10 FEET;
- SOUTH 81° 13' 59" WEST, 174.98 FEET;
- SOUTH 35° 20' 33" WEST, 74.78 FEET;
- SOUTH 19° 02' 14" EAST, 73.42 FEET;
- SOUTH 54° 47' 01" WEST, 102.78 FEET;
- SOUTH 01° 49' 40" EAST, 10.95 FEET TO A POINT IN A SOUTHERLY LINE OF SAID 330.801 ACRE TRACT;

THENCE NORTH 70° 36' 03" WEST, ALONG SAID SOUTHERLY LINE, 21.46 FEET TO THE POINT OF BEGINNING AND CONTAINING 32,289 SQUARE FEET OR 0.741 ACRES OF LAND, MORE OR LESS.

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- 2. Exhibit - 3 pages

**EXHIBIT "A"**  
**TRAIL EASEMENT**

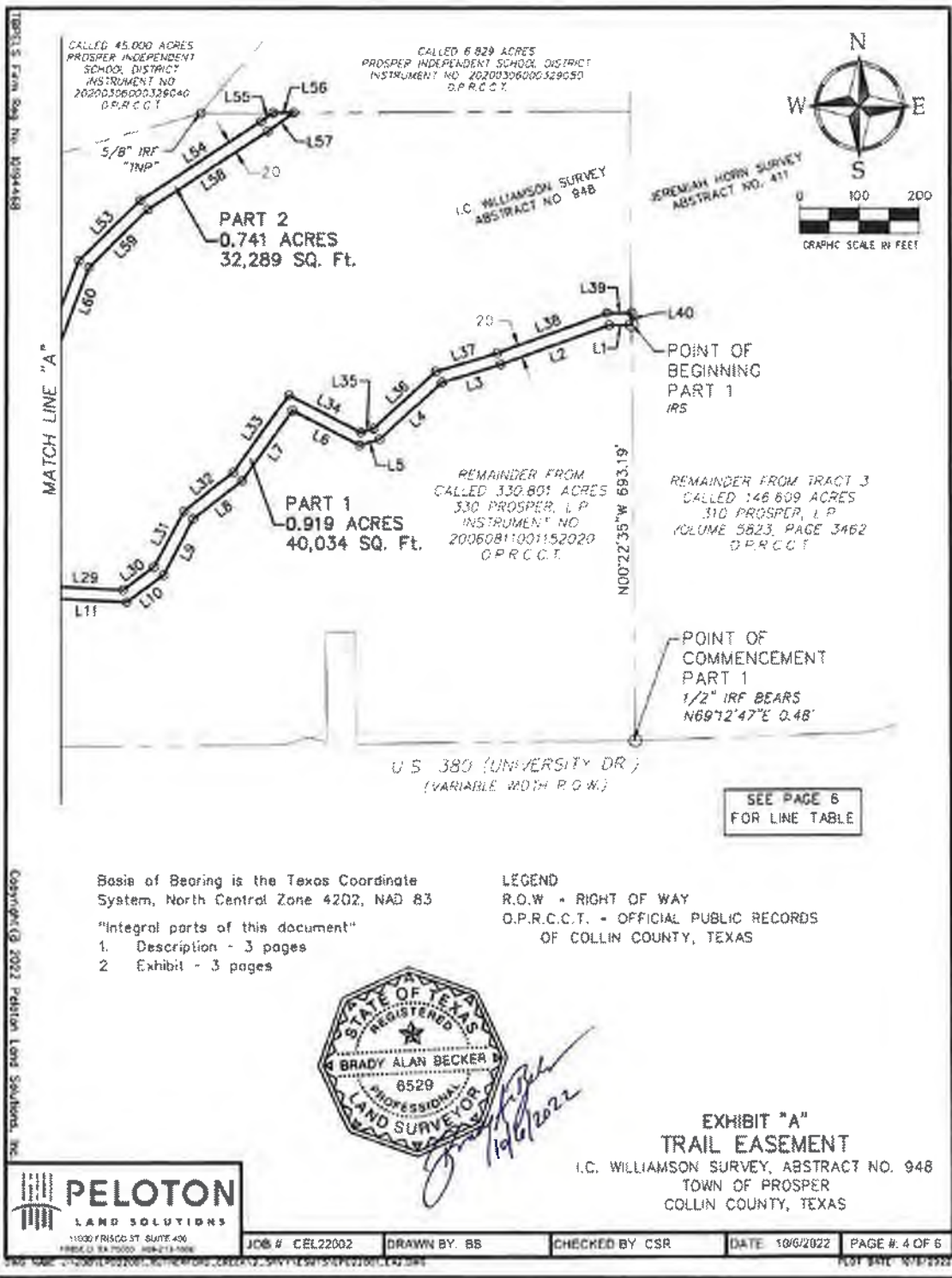
J.C. WILLIAMSON SURVEY, ABSTRACT NO. 948  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS



JOB #: CEL22002	DRAWN BY: BB	CHECKED BY: CSR	DATE: 10/6/2022	PAGE #: 3 OF 6
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FILE NAME: J:\C:\09\170122002\03-PROSPER\JOB\JOB12\_SPT\10/06/2022\03\_CEL22002.dwg

FILE DATE: 10/06/2022





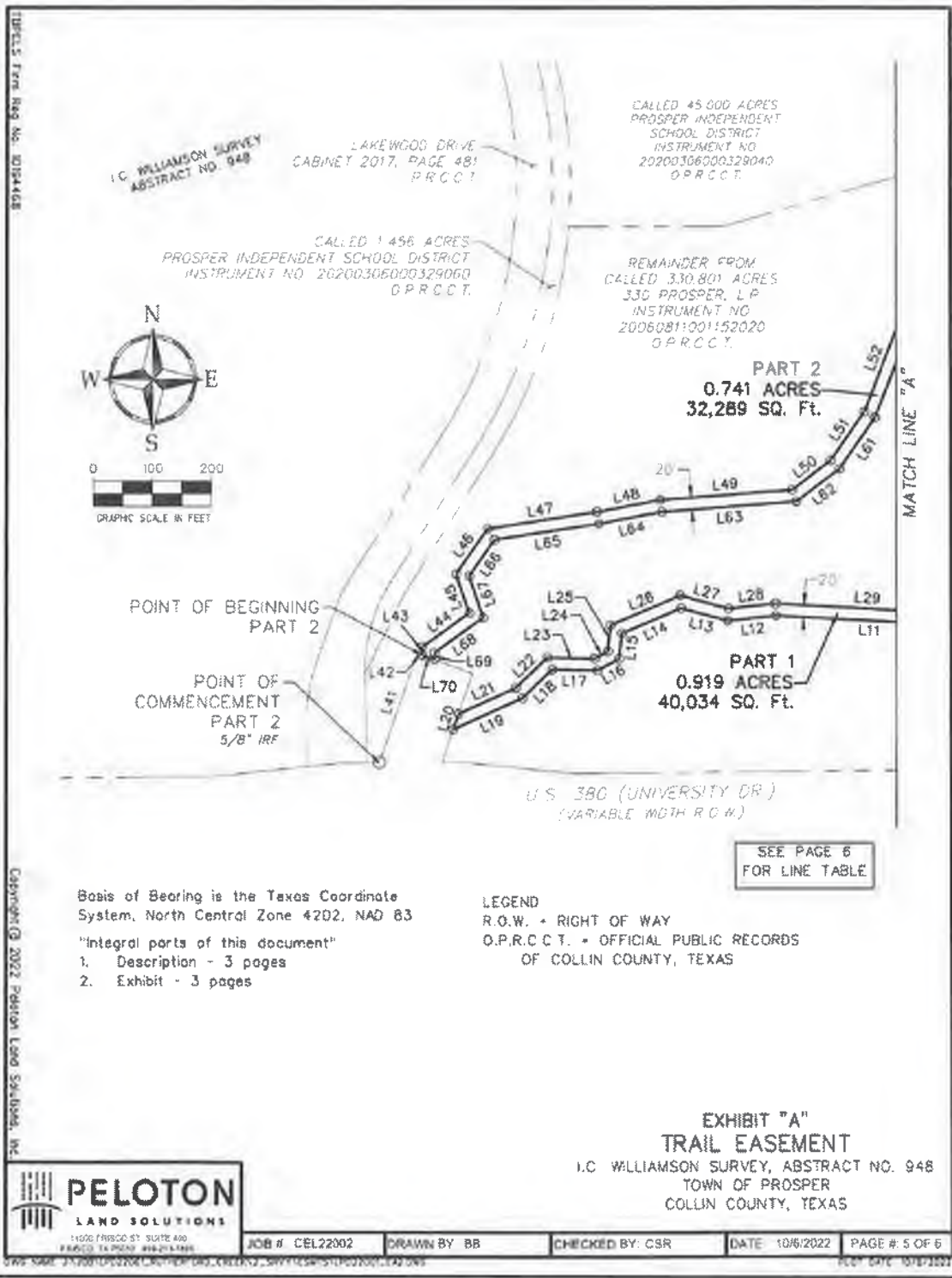


TABLE 5 Form Reg No. 1084468

LINE TABLE			LINE TABLE			LINE TABLE		
NO.	BEARING	LENGTH	NO.	BEARING	LENGTH	NO.	BEARING	LENGTH
L1	S69°37'25"W	36.94'	L26	N66°48'39"E	125.64'	L51	N34°37'21"E	98.95'
L2	S70°14'21"W	193.28'	L27	S75°01'43"E	84.73'	L52	N21°04'06"E	228.17'
L3	S73°27'21"W	104.12'	L28	N84°08'48"E	79.32'	L53	N45°45'30"E	144.27'
L4	S47°28'34"W	140.15'	L29	S86°55'58"E	306.60'	L54	N57°07'50"E	241.71'
L5	S73°21'03"W	35.35'	L30	N53°25'06"E	64.74'	L55	N54°13'52"E	24.53'
L6	N62°49'54"W	126.62'	L31	N27°58'26"E	105.43'	L56	N89°49'34"E	34.36'
L7	S35°32'17"W	143.59'	L32	N52°32'03"E	106.17'	L57	S54°13'52"W	52.98'
L8	S52°32'03"W	104.80'	L33	N35°32'17"E	157.87'	L58	S57°07'50"W	240.23'
L9	S27°58'26"W	105.59'	L34	S62°49'54"E	135.85'	L59	S45°45'30"W	137.90'
L10	S53°25'06"W	76.46'	L35	N73°21'03"E	22.71'	L60	S21°04'06"W	226.17'
L11	N86°55'58"W	312.25'	L36	N47°28'34"E	140.17'	L61	S34°37'21"W	104.60'
L12	S84°08'48"W	81.44'	L37	N73°27'21"E	108.17'	L62	S53°13'33"W	90.53'
L13	N75°01'43"W	81.49'	L38	N70°14'21"E	196.13'	L63	S85°45'09"W	227.25'
L14	S66°48'39"W	107.09'	L39	N89°37'25"E	40.35'	L64	S79°14'37"W	106.10'
L15	S06°27'44"W	42.83'	L40	S00°22'35"E	20.00'	L65	S81°13'59"W	174.98'
L16	S61°41'20"W	40.63'	L41	N19°23'57"E	193.27'	L66	S35°20'33"W	74.78'
L17	N88°57'08"W	74.65'	L42	S70°36'03"E	9.38'	L67	S19°02'14"E	73.42'
L18	S46°01'04"W	68.06'	L43	N01°48'40"W	13.95'	L68	S54°47'01"W	102.78'
L19	S65°39'43"W	128.61'	L44	N54°47'01"E	98.53'	L69	S01°49'40"E	10.95'
L20	N19°23'57"E	27.68'	L45	N19°02'14"W	68.67'	L70	N70°36'03"W	21.46'
L21	N65°39'43"E	106.01'	L46	N35°20'33"E	93.52'			
L22	N46°01'04"E	72.89'	L47	N81°13'59"E	183.10'			
L23	S88°57'08"E	77.70'	L48	N79°14'37"E	106.89'			
L24	N61°41'20"E	24.93'	L49	N85°45'09"E	222.55'			
L25	N06°27'44"E	44.00'	L50	N53°13'33"E	81.42'			

Basis of Bearing is the Texas Coordinate System, North Central Zone 4202, NAD 83

"Integral parts of this document"

1. Description - 3 pages
2. Exhibit - 3 pages

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**EXHIBIT "A"**  
**TRAIL EASEMENT**  
I.C. WILLIAMSON SURVEY, ABSTRACT NO. 948  
TOWN OF PROSPER  
COLLIN COUNTY, TEXAS

JOB #: CEL22002    DRAWN BY: BB    CHECKED BY: CSR    DATE: 10/05/2022    PAGE #: 6 OF 6

**Collin County  
Honorable Stacey Kemp  
Collin County Clerk**

---

**Instrument Number: 2022000157253**

eRecording - Real Property

EASEMENT

Recorded On: October 26, 2022 10:52 AM

Number of Pages: 19

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**" Examined and Charged as Follows: "**

Total Recording: \$94.00

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**\*\*\*\*\* THIS PAGE IS PART OF THE INSTRUMENT \*\*\*\*\***

Any provision herein which restricts the Sale, Rental or use of the described REAL PROPERTY  
because of color or race is invalid and unenforceable under federal law.

**File Information:**

Document Number: 2022000157253  
Receipt Number: 20221026000110  
Recorded Date/Time: October 26, 2022 10:52 AM  
User: Christina G  
Station: Station 9

**Record and Return To:**

Simplifile



**STATE OF TEXAS  
COUNTY OF COLLIN**

**I hereby certify that this Instrument was FILED In the File Number sequence on the date/time  
printed hereon, and was duly RECORDED in the Official Public Records of Collin County, Texas.**

Honorable Stacey Kemp  
Collin County Clerk  
Collin County, TX



## **EXHIBIT B**



# Rutherford Park

The Town of Prosper's Next  
Community Park Experience



## Rutherford Park Plans

In response to growing demand in the Prosper region, the Town of Prosper, in partnership with the Prosper Independent School District, has plans to provide the Town and school district's growing population with a quality park, open space, and a Prosper ISD environmental education and learning center. This new park and education center will provide hike+bike trails, sports field(s), recreational playground, multiuse pavilion, programmable open space, and educational facility to the residents of this community who live and play in this region. The Town of Prosper is committed to providing a park system to complement the town's livability and quality of life. For more information about the Town of Prosper and Prosper ISD, see **Attachment 1**. Our parks and recreation system is a reflection of the community's long-held values and support for parkland, green space, and healthy lifestyles. This system of parks, trails, open spaces, environmental education facilities, and programs is a major contributor to Prosper's growing reputation, and the result of sustained community support, and investment.

### Programmable Open Space, Hike and Bike Trails

The Town acquired fee simple ownership of 3.75 acres of parkland and approximately 2.3 acres of trail easements immediately adjacent to a large 15-acre pond. The Town intends to include the following elements into this new premiere park and educational space as reflected in **Exhibit 1**:

- 3.75 acres of programmable open space dedicated for park and recreation uses
- Athletic fields
- Playground with sunshade
- Trail kiosk & pavilion with seating
- 2.3+ acres of hike and bike trails with park connection

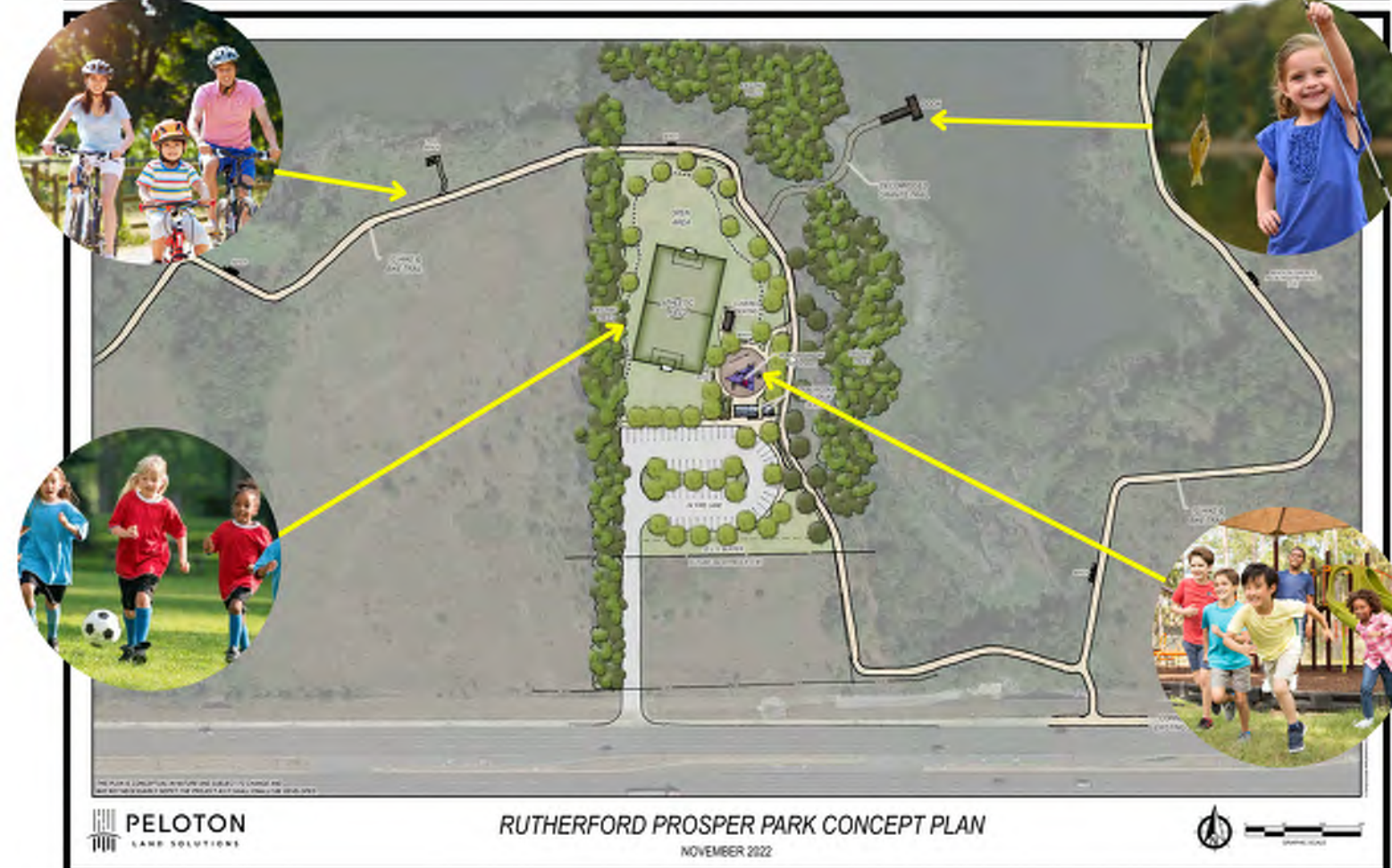
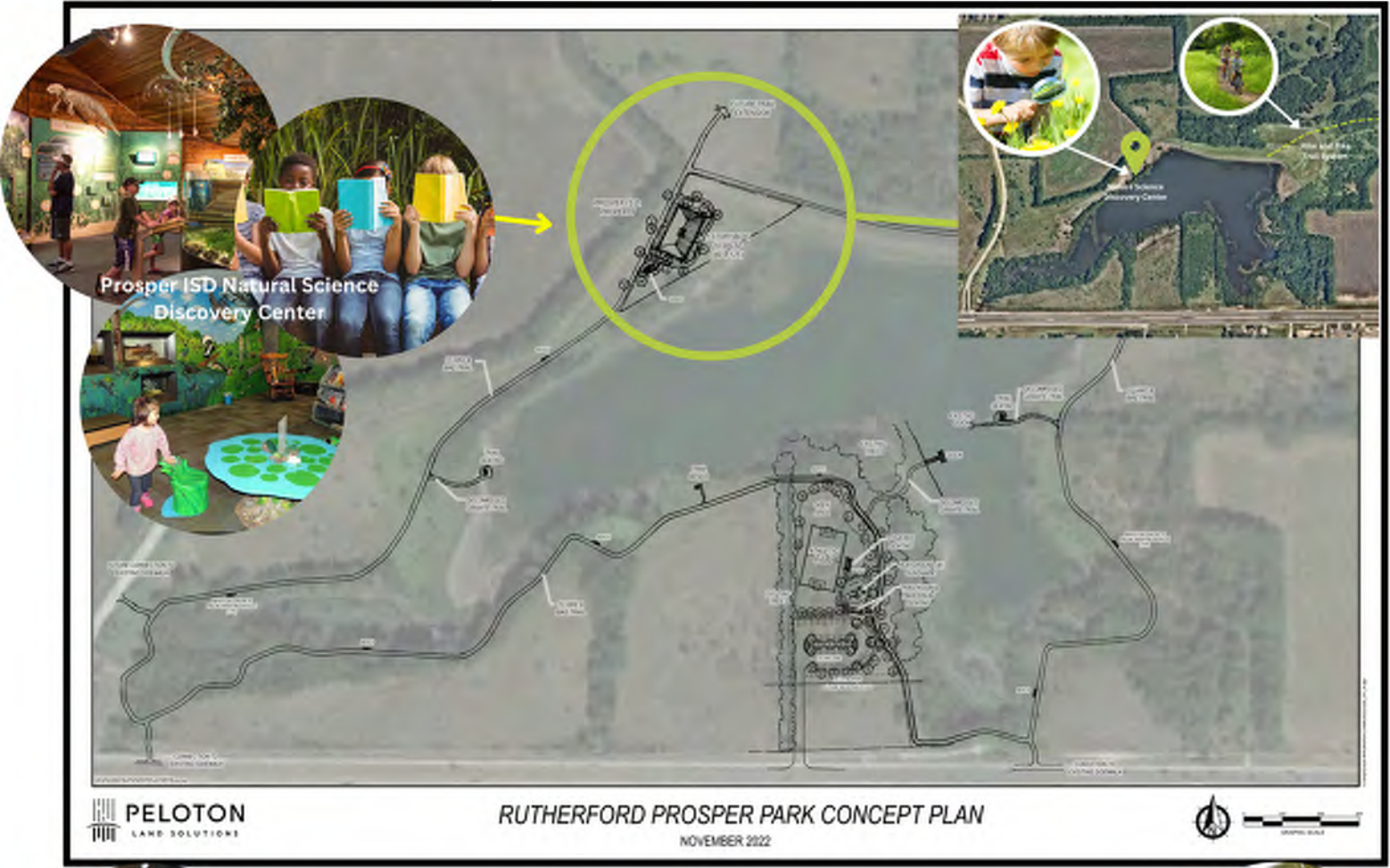
In addition to the current residential development underway, programmable open space amenities within Wandering Creek Park and Ladera Park include hike and bike trail connections to this new Rutherford Park, as reflected in **Exhibit 2**. This will also allow for easy access to residents of these and other communities in the immediate area. This park and educational facility will serve all residents of the Town and Prosper ISD.

### Prosper ISD Outdoor Learning Center

The plan for the Community Park includes a learning center for nature and science on the northwest side of the pond. This will allow for a scenic and educational natural environment for students and residents to learn about environmental education, wildlife, and urban forestry. The center will also provide educational programming and walking trails. This facility will allow students in grades pre-K through 12th grade the opportunity to access a unique educational facility throughout the year that will enhance, and foster students' curiosity about the natural environment. More details can be found on **Exhibits 3-1 and 3-2**.

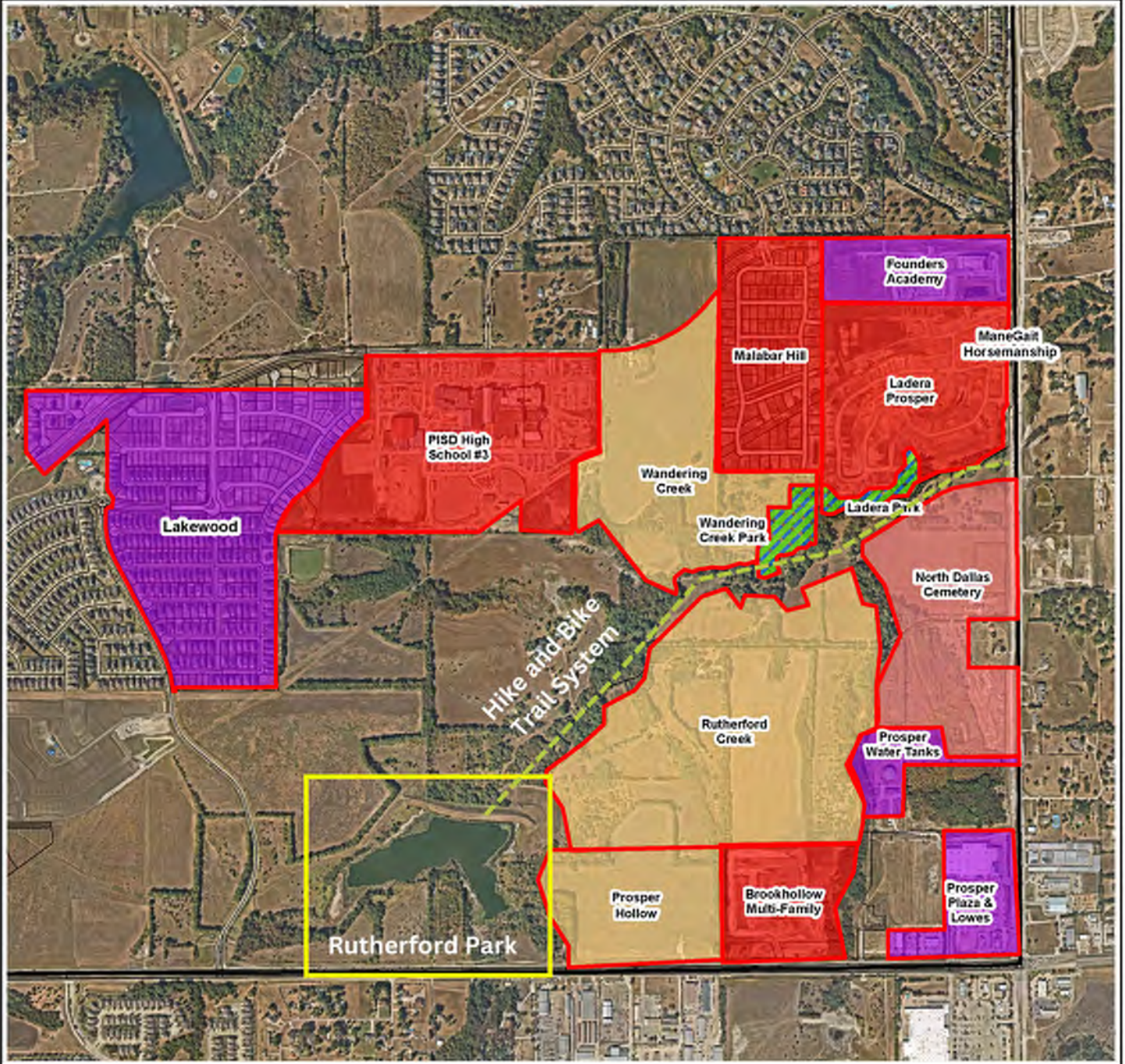






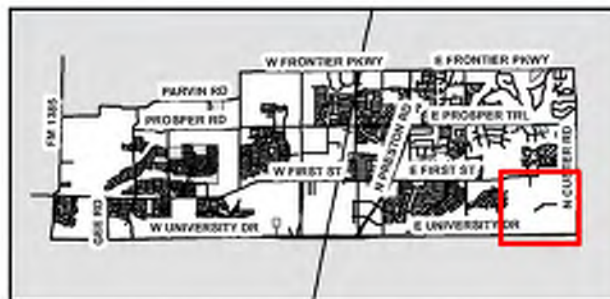


# Prosper Development Map



**Prosper Development**

- Zoning - Approved
- Under Review
- Plats - Approved
- Site Plans - Approved
- Construction - Released
- Complete
- Park



This map is for illustration purposes only.



## PROSPER ISD OUTDOOR LEARNING CENTER

Enrich. Experience. Explore.

Prosper ISD students are excited about the opportunities to explore the world and access experiences that our school walls are unable to provide.

**THE OUTDOOR LEARNING CENTER WILL PROVIDE OPPORTUNITY FOR EACH AND EVERY CHILD.**

A central location makes it easily accessible by bus during school hours, or for families that want to have an after-school outing.

All grade levels are immersed in science content each year including life cycles, ecosystems, rocks and soil, natural resources and more. This facility will support this content being taught in schools, extend learning by providing hands-on investigations.



HIKING TRAILS



IN-DISTRICT  
FIELD TRIPS



DIVERSE  
ECOSYSTEMS



INTERACTIVE  
SCIENCE LESSONS



MONARCH  
CONSERVATION  
PROJECT



NATIVE PLANTS  
AND ANIMALS

The center will not only support science education, but will also be used for learning in Mathematics, Reading-Language Arts, Social Studies, CTE, and Fine Arts.



In partnership with



Every member of the Prosper Community may access this beautiful area and find value and enjoyment. By partnering with the town of Prosper, we will create a location that supports both academic and personal growth.







*Grounded by Tradition, Soaring to New Beginnings*  
Prosper Independent School District

## The Prosper ISD Outdoor Learning Center

We are excited to propose the development of the Prosper ISD Outdoor Learning Center located within Prosper on 35 acres north of 380. The Outdoor Learning Center will utilize the natural environment to provide students memorable and relevant learning experiences. Students will put into practice what they learn within the classroom in real-life scenarios that support both academic and personal growth goals.

This facility will allow students (grades PK-12) the opportunity to access a unique educational facility throughout the year that will

- Enhance and foster students' curiosity about the natural world,
- Support every grade level of science content, and
- Extend and enrich daily science instruction.

The Outdoor Learning Center will benefit not only the students of Prosper ISD, but also provide a space for intergenerational learning; it is important that this facility is a place that benefits all citizens of our community.

The facility would provide students and the community a space:

- For in-district field trips;
- To observe and study native plants and animals;
- To experience interactive science experiences using the diverse ecosystems on site;
- To foster conservation initiatives that develop responsible citizens and good stewards of our environment; and
- To increase their physical health and a respect for nature through the use of hiking and walking trails.

Prosper ISD continues to expand services to meet and exceed the facilities and learning opportunities offered in the Metroplex and looks forward to partnering with the Town of Prosper to explore other opportunities, which may include an open performance space, wedding venues and locations for family and other community events. The Outdoor Learning Center will serve each and every student in Prosper ISD and also prove to be a valuable resource for the larger Prosper community.



## Community

The Town of Prosper is a fast-growing community offering a high quality of life, where neighbors know each other and kids can play in a safe, friendly community. The Town's annual growth rate was over 13% over the last year with currently 35,430 residents calling Prosper home.

## Location

North of Dallas, Prosper's land area is 27 square miles and is located less than 30 minutes from two major airports: Dallas Love Field and Dallas/Fort Worth International. The Town is just 35 miles from Downtown Dallas and 55 miles from Fort Worth.

## Education

The Town of Prosper is working alongside the Prosper Independent School District on this exceptional park and educational experience to provide the most optimal park system and educational facility for the increasing number of children in the community. Prosper ISD continues to be one of the fastest-growing school districts in Texas. In 2021-2022, the district had more than 22,000 students and more than 2,600 staff members serving 14 elementary schools, 4 middle schools, and 2 high schools. By buildout, the district is expected to have 28-30 elementary campuses, 9-10 middle schools, and 4-5 high school campuses.

## History

The Town of Prosper began as a farming community in Collin County in the early 1900s. In its early years, the town was also a central stop for the railroad between Dallas and Sherman. Prosper was incorporated in 1914 with a population of 500.

## Parks and Recreation

Prosper prides itself on having parks and recreation facilities that promote healthy lifestyles for all ages and enhance property values.

The Town is home to more than 350 acres of park, including open spaces, recreational venues, athletic facilities, and tennis courts. More than 30 miles of hike and bike trails weave throughout Prosper with plans for additional trails but the need for more acreage and facilities continues to increase.







**TOWN OF PROSPER, TEXAS**

**RESOLUTION NO. 2023-27**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, SUPPORTING U.S. HIGHWAY 380 BEING A CONTROLLED ACCESS HIGHWAY WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER, IN ACCORDANCE WITH RECOMMENDATIONS BY THE TEXAS DEPARTMENT OF TRANSPORTATION IN ITS DECEMBER 2022 DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR U.S. HIGHWAY 380 FROM COIT ROAD TO FM 1827, AND JANUARY 2023 DRAFT ENVIRONMENTAL ASSESSMENT FOR U.S. HIGHWAY 380 FROM TEEL PARKWAY TO LAKEWOOD DRIVE, AS MORE FULLY DESCRIBED HEREIN; ACKNOWLEDGING THE PREFERRED ALIGNMENT OF THE FUTURE EXPANSION OF U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN IS CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN; REQUESTING THAT THE TEXAS DEPARTMENT OF TRANSPORTATION'S FINAL ENVIRONMENTAL IMPACT STATEMENT AND ENVIRONMENTAL ASSESSMENT REFLECT THE ALIGNMENT OF U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER AS RECOMMENDED; MAKING FINDINGS; AUTHORIZING THE MAYOR TO SUBMIT COMMENTS TO THE TEXAS DEPARTMENT OF TRANSPORTATION ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT AND/OR DRAFT ENVIRONMENTAL ASSESSMENT; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Town Council of the Town of Prosper has consistently supported improving the U.S. Highway 380 corridor to improve mobility for the region; and

**WHEREAS**, the Town Council of the Town of Prosper also has consistently supported U.S. Highway 380 being a controlled access highway within the corporate limits of the Town; and

**WHEREAS**, the Texas Department of Transportation ("TxDOT") has determined its preferred alignment of U.S. Highway 380 from Coit Road to FM 1827 - the Blue Preferred Alignment, as reflected in the Draft Environmental Impact Statement dated December 2022, with such location described and depicted in Exhibit A, attached hereto; and

**WHEREAS**, TxDOT also has determined its preferred alignment of U.S. Highway 380 from Teel Parkway to Lakewood Drive, as reflected in the Draft Environmental Assessment dated January 2023, with such location described and depicted in Exhibit B, attached hereto; and

**WHEREAS**, the Town Council agrees that TxDOT's preferred alignments of U.S. Highway 380 in the Town - the Blue Preferred Alignment for the Coit Road to FM 1827 project, and the preferred alignment for the Teel Parkway to Lakewood Drive project, as reflected in the December 2022 Draft Environmental Impact Statement and January 2023 Draft Environmental Assessment, respectively, are beneficial to the Town as well as its residents and businesses; and

**WHEREAS**, the Town Council hereby desires to express its strong support of the preferred alignments of U.S. Highway 380 in the Town, as described and depicted in attached Exhibit A and Exhibit B; and

**WHEREAS**, the Town Council further requests that TxDOT's Final Environmental Impact Statement and Final Environmental Assessment reflect the alignment of U.S. Highway 380 within the corporate limits of the Town of Prosper as recommended and referenced herein.

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, THAT:**

**SECTION 1**

The findings set forth above are incorporated into the body of this Resolution as if fully set forth herein.

**SECTION 2**

The Town Council of the Town of Prosper, Texas, hereby strongly supports U.S. Highway 380 being a controlled access highway within the corporate limits of the Town in accordance with TxDOT's preferred alignment of U.S. Highway 380 - the Blue Preferred Alignment for the Coit Road to FM 1827 project, and the preferred alignment for the Teel Parkway to Lakewood Drive project, as reflected in the Draft Environmental Impact Statement and Draft Environmental Assessment referenced in the Preamble to this Resolution.

**SECTION 3**

The Mayor of the Town of Prosper is hereby authorized to submit comments to TxDOT regarding on the Draft Environmental Impact Statement and/or Draft Environmental Assessment referenced in the Preamble to this Resolution.

**SECTION 4**

The Town Council hereby directs Town staff to promptly forward a copy of this Resolution to the Texas Department of Transportation.

**SECTION 5**

Any and all resolutions, rules, regulations, policies, or provisions in conflict with the provisions of this Resolution are hereby repealed and rescinded to the extent of any conflict herewith.

**SECTION 6**

This Resolution shall be effective from and after its passage by the Town Council.

**DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, ON THIS 28TH DAY OF MARCH, 2023.**

  
\_\_\_\_\_  
David F. Bristol, Mayor

**ATTEST:**

*Michelle Lewis Sirianni*  
**Michelle Lewis Sirianni, Town Secretary**

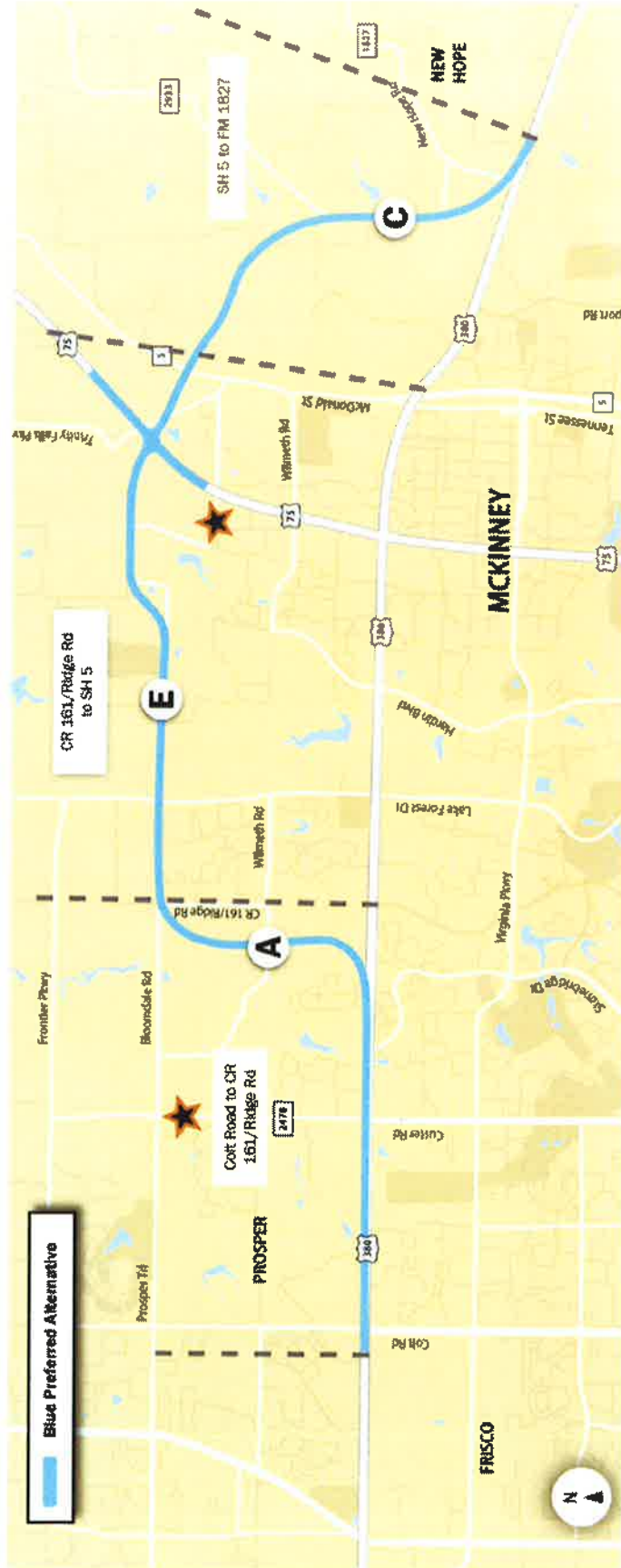
**APPROVED AS TO FORM AND LEGALITY:**

*T. Welch*  
**Terrence S. Welch, Town Attorney**



**EXHIBIT A**

**DECEMBER 2022 DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR U.S. HIGHWAY 380 FROM COIT ROAD TO FM 1827**



**EXHIBIT B**

**JANUARY 2023 DRAFT ENVIRONMENTAL ASSESSMENT FOR U.S. HIGHWAY 380 FROM TEEL PARKWAY TO LAKEWOOD**





February 27, 2023

Ms. Christine Polito  
Environmental Project Manager  
Texas Department of Transportation  
4777 E. Highway 80  
Mesquite, Texas 75150-6643

RE: Draft Environmental Impact Statement for US 380 from Coit Road to FM 1827, Collin County, Texas (CSJs: 0135-02-065, 0135-03-053, and 0135-15-002)

Dear Ms. Polito:

Texas Parks and Wildlife Department (TPWD) has reviewed the Draft Environmental Impact Statement (DEIS) upon TxDOT's Notice of Availability of DEIS received by our office on January 13, 2023, regarding the above-referenced transportation project.

TPWD, as the state agency with primary responsibility for protecting the state's fish and wildlife resources and in accordance with the authority granted by Parks and Wildlife Code (PWC) § 12.011, hereby provides the following comments and recommendations to minimize adverse impacts to natural resources.

Please be aware that a written response to a TPWD recommendation or informational comment is required by TxDOT as outlined in the 2021 Memorandum of Understanding (MOU) between TxDOT and TPWD. See PWC § 12.011(c) for further guidance. For tracking purposes, please refer to TPWD project number 49911 in any return correspondence on this project.

### Project Description

Section 2.2 (page 2-8) of the DEIS included the following "Descriptions of Reasonable Alternatives and the No-Build Alternative" for the project: *"Four reasonable alternatives for the improvement of US 380 McKinney are carried forward for detailed study in addition to the No-Build Alternative. The four reasonable alternatives –Purple, Blue, Brown, and Gold – range in length from approximately 14.8 miles to approximately 16.3 miles. Each would construct an 8-lane, access controlled freeway with 2-lane, one-way frontage roads on each side connecting Coit Road and existing US 380 on the west in Prosper with existing US 380 and FM 1827 on the east in McKinney. Frontage roads may be eliminated, and the primary travel lanes may be depressed (lowered) or elevated (on bridge/viaduct) to minimize impacts in some locations. Bridges and overpasses along the mainlanes would have a desired vertical clearance of 18.5 feet, with a vertical clearance over railroads proposed at 23.5 feet. The freeway facility would include ramps, direct connector roadways, and connections to existing and planned arterial roadways to support local roadway network connectivity. A multi-*

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

Life's better outside.™

Commissioners

Arch "Beaver" Aplin, III  
Chairman  
Lake Jackson

Dick Scott  
Vice-Chairman  
Wimberley

James E. Abell  
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Cleveland

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Jeffery D. Hildebrand  
Houston

Robert L. "Bobby" Patton, Jr.  
Fort Worth

Travis B. "Blake" Rowling  
Dallas

Lee M. Bass  
Chairman Emeritus  
Fort Worth

T. Dan Friedkin  
Chairman Emeritus  
Houston

David Yoskowitz, Ph.D.  
Executive Director



Ms. Chris  
Page 2 of 6  
February 27, 2023

*level interchange is proposed at US 75/SH 5 with grade-separated interchanges at other primary local roadways depending on the alternative. Shared-use paths (SUPs) would be built along the outside of the frontage roads to provide bicycle and pedestrian accommodations and to support multi-modal access. The western end of the project would transition to an at-grade intersection near Coit Road to connect to existing US 380, and a grade-separated interchange would connect the east end of the new location alignment to existing US 380 near FM 1827. The freeway would be constructed, primarily on new location, within an anticipated ROW width ranging from approximately 330 feet to 1,582 feet (US 75 interchange) with an average ROW width of approximately 420 feet. Additional ROW would be required at interchanges.”*

Section 2.2.2 of the DEIS provides further “Descriptions of the Build Alternatives” for the project: *The four Build Alternatives evaluated in the DEIS are each comprised of three segments. The segments were developed to address issues specific to the three focus areas identified within the Study Area (Figure 2-8). Segments A and B on the west side of the Study Area provide two options for connecting to existing US 380, with Segment A being farther east and generally following more of the existing US 380 alignment through Prosper, while Segment B leaves the existing US 380 alignment farther to the west traveling northeast across a part of Prosper planned for development. Segments C and D on the east side of the Study Area provide options for crossing the East Fork Trinity River and associated floodplain/floodway areas. Segment C stretches farther east out of the floodplain crossing sparsely developed lands before turning south to connect to existing US 380. Segment D straddles the floodplain for most of its length and would be constructed on bridge/structure to minimize effects on the function of the floodplain while also avoiding wetlands and sensitive habitats. Segment E is the Common Segment shared by all of the Build Alternatives that primarily follows the existing alignment of Bloomdale Road along the northern edge of McKinney.*

### **Proposed Alternative in DEIS**

The Blue Alternative, which is comprised of Segments A, E, and D, is the Preferred Alternative in the DEIS recommended by TxDOT for this project. TxDOT’s Selected Alternative will be given in a combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

### **Previous Coordination**

After attending an Agency Scoping Meeting on October 29, 2020, TPWD provided recommendations on November 23, 2020, for natural resource information, issues, or concerns for this project. TxDOT submitted a request for initial collaborative review on January 24, 2022, under the 2021 TxDOT-TPWD MOU and provided early environmental documents for review. TPWD provided additional recommendations to minimize adverse impacts to natural resources on April 21,



Ms. Chris  
Page 3 of 6  
February 27, 2023

2022, and TxDOT provided responses to TPWD's recommendations on July 6, 2022.

**Recommendation:** Please review previous TPWD correspondence in Appendix E of the DEIS and consider the recommendations provided, as they remain applicable to the project as currently proposed. TPWD also recommends including this letter in Appendix E for Agency Coordination.

**Recommendation:** As indicated in TPWD's November 23, 2020, scoping letter, TPWD recommended utilizing existing roadways to minimize impacts to floodplains, streams, wetlands, wildlife and aquatic habitat, as well as, reducing habitat fragmentation from new location roads. Further, TPWD advised against and discouraged the selection of Segments C and D, as both eastern segments would impact the East Fork Trinity River, and TPWD also noted that TxDOT should consider Segment D rather than Segment C. The Preferred Alternative has high impacts to streams, wetlands, floodplains, forest and grassland habitat that are valuable to fish and wildlife species. These sensitive areas should be protected to the maximum extent possible. TPWD recommends the consideration of additional modifications to the road alignment of the Preferred Alternative's eastern segment (Blue Alternative) to further minimize natural resource impacts.

### **Comments on the DEIS**

Appendix E in the DEIS includes documentation of TPWD's response on April 21, 2022, to TxDOT's initial collaborative review under the 2021 TxDOT-TPWD MOU that states "TPWD recommends that the Draft EIS provide all individual BMP within a category that TxDOT will commit to implement from TPWD's Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources" (page 19).

**Recommendation:** TPWD notes that a newer version of TxDOT's Form "*Documentation of Texas Parks and Wildlife Department Best Management Practices*" (TPWD BMP Form in DEIS) with an effective date of April 2022 can be accessed on TxDOT's Natural Resources Toolkit Website (see link: [300-04-frm.docx \(live.com\)](#)). TPWD recommends accessing the newer version of the TPWD BMP form to document the BMP for the project and updating the DEIS.

**Recommendation:** TPWD recommends that the full language of all individual BMP within a category be added to the TPWD BMP Form in the DEIS dated on January 21, 2022 (pages 79-81) in Appendix O and updating the DEIS. TPWD understands that this list of project commitments made be revised at a later date if a change arises during the period between the National Environmental Policy Act (NEPA) process and construction phase. The TPWD BMP form is the key document of the DEIS for TxDOT to describe all

Ms. Chris

Page 4 of 6

February 27, 2023

proposed measures to avoid and minimize impacts to wildlife and fish species and their habitats prior to, during, and after construction for the project. A full description of the proposed measures provides a clear record of commitments to enable the public and other local, state, and federal agencies to understand how TxDOT plans to avoid and minimize impacts to natural resources from this project. It is important to further clarify and address these measures that will be taken by TxDOT to reduce environmental impacts in the DEIS.

### **Impact to Vegetation/Wildlife Habitat**

The Preferred Alternative includes a mixture of habitat types, including prairies, grasslands, riparian forests, and woodlands, that covers approximately 468.7 acres (601.4 acres W/Spur) out of the proposed right-of-way's (ROW) 1,083.5 acres. The Preferred Alternative may permanently impact the most forested habitat and the next most grassland habitat through the clearing of vegetation. Herbaceous species would be used to revegetate the exposed areas of soil.

**Recommendation:** TPWD recommends using site planning and construction techniques to avoid or minimize disturbance to native vegetation and preserve existing native trees, shrubs, grasses and forbs, and aquatic and wetland systems. Locally adapted native species should be used in landscaping and revegetation for vegetation impacted by the project to benefit wildlife. Also, where possible, clearing of understory vegetation should be minimized because such vegetation provides habitat to many different species of wildlife. Natural buffers contiguous to any stream or wetland should remain undisturbed to preserve wildlife cover, food sources, and travel corridors if possible.

### **Water Resources**

The Preferred Alternative identified an estimated 35.65 acres of water features within the environmental footprint and would permanently impact 10,353 linear feet of streams (10,712 linear feet W/Spur) and 1.10 acres of wetlands. The Preferred Alternative would have the greatest permanent impact on streams and wetlands. Bridges and elevated road sections would be used to span streams and wetlands, vegetation clearing of streams and forested wetlands would be minimized, and placement of fill material would be minimized in jurisdictional areas. TxDOT would purchase mitigation credits from stream and wetland banks within service area. An Individual Standard Permit under Section 404 is not expected.

**Recommendation:** TPWD appreciates that TxDOT will incorporate the use of bridges and elevated road sections in the project design to span streams and wetlands. TPWD continues to recommend the selection of the alignment with the least impact to streams and wetlands for the project. Care should be taken to avoid multiple crossings of rivers and creeks and therefore removing large

Ms. Chris  
Page 5 of 6  
February 27, 2023

sections of riparian habitat. River and creek crossings should be located in previously disturbed areas and in areas where vegetation removal or disturbance can be avoided or minimized to prevent further fragmentation of the riparian corridors associated with these waterways.

### **Invasive Species**

The DEIS does not address the potential of the project to introduce or spread invasive plants and animals during construction activities that may require equipment and materials to come into contact with inland water bodies. The colonization by invasive species, including harmful fish, shellfish, and plants, should be actively prevented when entering or leaving waters at the project site.

**Recommendation:** TPWD recommends implementing the following Invasive Species BMP to prevent the inadvertent transfer of invasive plants and animals to and from the project site as outlined in TPWD's *Beneficial Management Practices: Avoiding, Minimizing, and Mitigating Impacts of Transportation Projects on State Natural Resources (Version September 17, 2021)*.

- For all work in water bodies designated as 'infested' or 'positive' for invasive zebra (*Dreissena polymorpha*) or quagga mussels (*Dreissena bugensis*) on <http://texasinvasives.org/zebramussels/> as well as waters downstream of these lakes, all machinery, equipment, vessels, or vehicles coming in contact with such waters should be cleaned prior to leaving the site to remove any mud, plants, organisms, or debris, water drained (if applicable), and dried completely before use in another water body to prevent the potential spread of invasive mussels.
- Care should be taken to prevent the spread of aquatic and terrestrial invasive plants during construction activities. Educate contractors on how to identify common invasive plants and the importance of proper equipment cleaning, transport, and disposal of invasive plants in a manner and location that prevents spread when invasive plants are removed during construction.
- Care should be taken to avoid the spread of aquatic invasive plants such as giant Salvinia (*Salvinia molesta*), common salvinia (*Salvinia minima*), hydrilla (*Hydrilla verticillata*), water hyacinth (*Eichhornia* spp.), Eurasian watermilfoil (*Myriophyllum spicatum*), water lettuce (*Pistia stratiotes*), and alligatorweed (*Alternanthera philoxeroides*) from infested water bodies into areas not currently infested. All machinery, equipment, vessels, boat trailers, or vehicles coming in contact with waters containing aquatic invasive plant species should be cleaned prior to leaving the site to remove all aquatic plant material and dried completely before use on another water body to prevent the potential spread of invasive plants. Removed plants should be transported for disposal in a secure manner to prevent dispersal.

Ms. Chris  
Page 6 of 6  
February 27, 2023

- Colonization by invasive plants should be actively prevented on disturbed sites in terrestrial habitats. Vegetation management should include removing or chemically treating invasive species as soon as practical while allowing the existing native plants to revegetate the disturbed areas; repeated removal or treatment efforts may be needed. Only native or non-invasive plants should be planted. Care should be taken to avoid mowing invasive giant reed (*Arundo donax*), which spreads by fragmentation, and to clean equipment if inadvertently mowed to prevent spread. If using hay bales for sediment control, use locally grown weed-free hay to prevent the spread of invasive species. Leave the hay bales in place and allow them to break down, as this acts as mulch assisting in revegetation.
- Aquatic invasive species (e.g., tilapias (*Oreochromis* spp., *Tilapia zillii*), suckermouth armored catfish (*Hypostomus plecostomus*, *Pterigoplichthys* spp.), Asian clams (*Corbicula fluminea*), zebra mussels (*Dreissena polymorpha*)) or those not native to the subwatershed should not be relocated but rather should be dispatched. Invasive mussels attached to native mussels should be removed and destroyed or disposed prior to relocation of the native mussels. Prohibited aquatic invasive species, designated as such in 31 TAC §57.112, should be killed upon possession.

TPWD appreciates the opportunity to provide comments and recommendations for the DEIS of this project. If you have any questions, please contact me at (512) 389-4579 or [REDACTED]

Sincerely,



Suzanne Walsh  
Ecological and Environmental Planning Program  
Wildlife Division

SCW:49911

**From:** ttholcomb [REDACTED]  
**Sent:** Thursday, April 20, 2023 11:10 PM  
**To:** Stephen Endres  
**Subject:** 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.

Stephen,

I am a McKinney homeowner and taxpayer. I live in the sought after front porch community of Tucker Hill. It saddens me to think of what will become of our community if segment A is chosen over Segment B. Segment B is not only fiscally better but displaces fewer homes and businesses.

I am seriously concerned about our access to the community when construction starts...as well as the access of first responders and school buses. What is being done to extend Stonebriar to provide another entrance and exit?

What are you doing to combat the noise and air pollution?

Please consider keeping the highway from encroaching any further west into Tucker Hill. We have worked hard to present a welcoming entrance and don't want a highway in our front yard.

Please do what is fiscally sound and impacts the fewest residents of McKinney.

Best  
Traci Holcomb

Sent from my iPhone

**From:** Madison Schein <[Madison.Schein@txdot.gov](mailto:Madison.Schein@txdot.gov)>  
**Sent:** Thursday, March 9, 2023 11:56 AM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** FW: TRACK ID 288426

Adding to the comments.

---

**From:** Tanesia Henderson <[Tanesia.Henderson@txdot.gov](mailto:Tanesia.Henderson@txdot.gov)>  
**Sent:** Thursday, March 9, 2023 11:22 AM  
**To:** Madison Schein <[Madison.Schein@txdot.gov](mailto:Madison.Schein@txdot.gov)>  
**Subject:** TRACK ID 288426

Please see complaint below for your handling.

### Case Information

Case Subject	Roadway Project Issue
ID	288426
Description	<p>Dear Governor Abbott, I am writing to ask you to investigate the decision process recently used by TXDOT to decide on Segment A versus Segment B for the proposed US380 Bypass. First and foremost, no one truly understands why it took TXDOT such a long time to decide on activity when 30 years ago it was evident DFW growth was northward and the ONLY potential east-west route to the far north was US380 because of Lake Louisville. After input from a number of parties TXDOT decided on Section A, which means virtually the entire bypass will go through McKinney, including much of McKinney that is already developed. This means the citizens of McKinney will have to absorb millions of unbudgeted dollars for traffic, of which in excess of 90% originates and terminates elsewhere. Instead of having a small portion of the bypass go through undeveloped sections of Prosper, virtually all of it will go through developed sections of McKinney. By TXDOT's own admission Section A is more expensive, longer and constitutes a less timely commute time than Section B, which would run through largely undeveloped land in both Prosper and McKinney. The disparity is even greater when taking into account TXDOT used very aggressive estimates for POTENTIAL relocation of major utilities. A major note of exception listed by TXDOT is that Section B would have passed close to ManeGait, a therapeutic horse center for children run by the Darling family on property contiguous to their homestead. Section B would require some of the Darling's property so the Darlings made an issue, claiming the bypass would create a deteriorated atmosphere for children riding nearby. I grew up on horses. I rode everywhere. Often on roadways. Traffic noise is a constant of the modern world. I am certain the Darling family is unhappy with Section B, but does that justify destroying businesses with Section A so they can preserve the peacefulness of their homestead? Does the potential future development of Proper property justify the destruction of existing developed property in McKinney? Section A costs the taxpayers of McKinney and of Texas as a whole more than Section B. There is simply no justification for this decision unless there were factors opaque to the general public. Please reverse or investigate this decision.</p>
Date of Occurrence	
Complaint Location Notes	
Contact	<a href="#">Brian de la Houssaye</a>
Issue Type	Projects
Case Type	Complaint

**From:** Travis Bryant [REDACTED]  
**Sent:** Tuesday, March 28, 2023 4:09 PM  
**To:** Stephen Endres  
**Subject:** Hwy 380 - No to Section A

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.

As a long time homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will **cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents** and thousands of citizens throughout McKinney. We appreciate Main Gate - let's find them a place where they are not crowded out by businesses and subdivisions.

I strongly urge you to **implement Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Travis Bryant



**From:** Travis Reinert [REDACTED]  
**Sent:** Thursday, March 16, 2023 5:02 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Travis J Reinert

-----Original Message-----

From: Tricia Standish [REDACTED]  
Sent: Thursday, February 23, 2023 9:48 AM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: Further comment to 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.

In addition to my original comment, I should like to add that the present preferred alignment will cause massive drops in property values to the homes closest to 380 at Walnut Grove Estates.

Not only that, the purchase of a replacement home for seniors would come with a massive hike in property taxes which are based on the value of any new property.

AND for a home owner who happens to be single, divorced or widowed rather than married, the federal taxes on profits over \$500,000 is double than for a married couple.

Since most of the affected residents along 380 bought years ago when 380 was a quiet two lane road, it will affect a single person, unmarried or widowed, twice as much as a couple, since a replacement residence would ( all things being equal) cost the same to purchase.

Please go with the original alignment through Prosper, north of Mane Gait.

In addition, I notice that section C that is being protested, is more expensive than D. Since the original Prosper alignment is cheaper than the preferred blue alignment, surely that savings could go towards switching C to D with no adverse affect on financing.

Sent from my iPhone

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>

Sent: Thursday, February 23, 2023 9:05 AM

To: Tricia Standish [REDACTED]

Subject: RE: 380 expansion

CSJs 0135-02-065, 0135-03-053, and 0135-15-002 – US 380 MCKINNEY Coit Road to FM 1827 –  
Public Hearing Individual Comments (Emails, Letters, Comment Forms)

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Tricia Standish [REDACTED]

Sent: Wednesday, February 22, 2023 5:11 PM

To: Stephen Endres <Stephen.Endres@txdot.gov>

Subject: 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.

I, and many others, find it curious that the more logical alignment, being the one that runs through Prosper, and that crosses Custer Rd north of 380, was not chosen for the expansion. The original Alternative B.

It is much cheaper, and impacts far fewer properties.

I read that the City of McKinney offered to move the Mane Gait riding facility at no charge, but that offer was declined. The road would pass north of them, not through the stable. Stables are easily relocated. Houses are not.

I hope that TXDOT will reconsider, and do the right thing.

Please make the Prosper B alignment the chosen route. Not the blue alternative which will adversely impact Walnut Grove Estates and businesses, and Stonebridge Ranch etc. with massive noise pollution.

Sent from my iPhone

**From:** Tyler Williamson [REDACTED]  
**Sent:** Thursday, March 30, 2023 10:52 AM  
**To:** [REDACTED]; Stephen Endres  
**Subject:** US 380 Bypass NE 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.

Oppose C and Support D

## SEGMENT MAP



### Reasons:

- C severely damages one of the largest remaining forests in central Collin County
- C destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- C disturbs the wetland that serve as refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- C eliminates a large area of suitable habitat for endangered/ threatened species.
- C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).
- C affects and displaces 383% more homes (29 vs. 6), 300% more businesses (16 vs. 4), and more community resources.

Because of TXDOT's calculation methodology, there are double the number of homes impacted as any home 100 feet or more from the road is considered "not impacted."

Respectfully,  
Tyler Williamson  
972-741-4618



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

Send copy of 5764 CR 123 Plat

Leanne Bishop  
11923 Hackney Ct  
Haslet Texas 76052

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:** No to Route C!  
Displaces too many Large Ranches  
Go with Route "D"

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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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**Please Print**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

WE WILL NOT vote to fund option A

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: CONCERNED CITIZEN

Address: STONEBRIDGE DR.

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Thursday, March 16, 2023 11:38 AM  
**To:** [REDACTED]  
**Subject:** RE: 380

We received your request to extend the comment period for the US 380 EIS project.

The Notice of Availability (NOA) for Draft Environmental Impact Statement (DEIS) was posted on January 20, 2023.

The public hearing was held on February 16<sup>th</sup> and 21<sup>st</sup>.

The original comment period ended on March 21, 2023.

TxDOT will extend the comment period 15 days one time only to April 5, 2023.

Stephen Endres  
214-320-4469

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**From:** Momofone94 [REDACTED]  
**Sent:** Tuesday, March 14, 2023 5:06 PM  
**To:** Ceason Clemens <[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)>  
**Subject:** 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.

I would like to formally request an extension of the comment period as we need more time to fully evaluate the impacts and possible mitigation measures that can be taken to protect Tucker Hill as well as the other communities and businesses affected by Option A.

Sent from my iPhone



Please support plan D for the bypass on the East side of McKinney, this will be the best for so many more people lives. Please vote for this route it will not disrupt so many lives.

**From:** mbunker [REDACTED]  
**Sent:** Tuesday, April 18, 2023 7:00 PM  
**To:** Stephen Endres  
**Subject:** Public comments US380

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.

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study. Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility.

This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

The facts as TxDOT presents them in their report appear to support Segment B over Segment A, so why was A chosen?:

- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer, has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that the estimated cost to construct Segment A is nearly \$200M more than Segment B.
- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase the construction time, safety risk and disruption compared to route B. Priority has not been given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.

- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children.

More concerning to members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A– essentially impersonated residents of Tucker Hill.

TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option. TxDOT relied on the EIS to support their conclusion.

Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments however, are not meant to be a complete listing of the errors or omissions in the study, but simply those that this compressed timeframe has allowed me to identify. Noise Pollution

Tucker Hill should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

Other questions:

1. what are the plans for egress from Tucker Hill during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?
2. Was a study done to compare the safety of the turns on A compared to B?
3. What will happen with overflow parking at Harvard Park into Tucker Hill when you take a row of parking?

**From:** Val Potash [REDACTED]  
**Sent:** Thursday, March 9, 2023 4:05 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from [Mail](#) for Windows

**From:** Valerie McClintock [REDACTED]  
**Sent:** Tuesday, March 7, 2023 6:54 PM  
**To:** Stephen Endres  
**Subject:** Stonebridge segment B

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.

Stephen,

I'm a resident of Stonebridge and I strongly oppose the construction of segment A. The correct decision would be to use Segment B, which is cheaper and will lessen the tax burden for McKinney residents. Segment B would also destroy less businesses and homes!

I STRONGLY urge you to implement Segment B.

Thank you,  
Valerie McClintock

-----Original Message-----

From: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Sent: Tuesday, February 28, 2023 4:36 PM

To: Val Potash [REDACTED]

Subject: RE: NO to Segment A

Your comments will be added to our public hearing summary.

Stephen Endres

214-320-4469

-----Original Message-----

From: Val Potash [REDACTED]

Sent: Friday, February 24, 2023 9:05 PM

To: Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>

Subject: NO to Segment A

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.

As a homeowner and citizen of McKinney, Texas, I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.

Valerie Potash

Sent from my iPad

[A Texas Department of Transportation (TxDOT)

message]<[>](https://nam12.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Fsa-fety%2Ftraffic-safety-campaigns%2Fendthestreaktx.html&data=05%7C01%7Ckdakers%40burnsmcd.com%7Cc7d891ff1ed344cdc2af08db19e15abb%7Cbfb9a2b6d994e78b3c795005d555c8b%7C0%7C0%7C638132227892470766%7CUnknown%7CTWFpbGZsb3d8eyJWljojoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=xLVR058hnpB5aGLS2sLkphaLqQ4O%2FifaqiweP62hRJw%3D&reserved=0)

**From:** Valerie Potash [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:18 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

PLEASE!!! You personally will not be affected, WE WILL!!!!

Regards,  
Valerie Potash

Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 4:29 PM  
**To:** Vanessa Beattie [REDACTED]  
**Subject:** RE: NO to Segment A, YES to Segment B

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Vanessa Beattie [REDACTED]  
**Sent:** Friday, February 24, 2023 6:22 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** NO to Segment A, YES to Segment B

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.

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., I **strongly OPPOSE the construction of Segment A and support Segment B** in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.



**From:** Varnika [REDACTED]  
**Sent:** Friday, March 31, 2023 8:50 AM  
**To:** Stephen Endres  
**Subject:** Concerns About the Proposed 380 Bypass Highway Project - Request to Build Plan B

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 Texas Department of Transportation, McKinney, and Prosper,

I am writing to express my concerns about the proposed 380 Bypass highway project, specifically the portion that will span the cities of McKinney and Prosper known as route A and Route B. While I understand that the purpose of this project is to manage congestion, improve traffic flow, and enhance safety, I would like to bring to your attention the issues with Plan A and the advantages of Plan B.

As it currently stands, Plan A would require the highway to go through just one city, resulting in a higher expense to the taxpayers and would not bypass as much of the major roadway. This plan would force the road to run from north to south, which is not optimal for relieving traffic from east to west. Furthermore, Plan A would cut off the entire community of Tucker Hill from the city and displace more residences, which would have a significant impact on the community and environment.

In contrast, Plan B would mostly go through McKinney and run through Plano for about a mile. Plan B would bypass highway 380, avoid cutting off the entire community of Tucker Hill from the city, and displace only a minimal number of residences, a horse farm, and some planned communities. Plan B is the most cost-effective plan and better meets the need for bypassing highway 380, improving east-west traffic flow, and enhancing safety. Plan B would also have less of an impact on the community and environment compared to Plan A.

It is concerning to hear that special interests in Prosper are putting pressure on the government to build the more expensive and inefficient highway, despite the fact that its residents will also benefit from the bypass. It is unethical for Prosper to insist that it does not bear any land annexation when its residents will enjoy traffic relief as well.

As taxpayers and residents, we must look at the long-term benefits and costs of each plan. Plan B is the best option as it is more cost-effective and better meets the need for bypassing highway 380, improving east-west traffic flow, and enhancing safety. We must consider the impact that the project will have on the community and the environment for decades to come.

Therefore, I urge the Texas Department of Transportation, McKinney, and Prosper to build Plan B. Furthermore, I suggest that if the taxpayers of Prosper want to build a more expensive roadway to their advantage, then their taxpayers should bear the expense. This is a fair and just approach that ensures that each city bears the cost of their respective projects.

Thank you for taking the time to consider my concerns. I look forward to hearing back from you on this important matter.

-----Original Message-----

From: Stephen Endres <Stephen.Endres@txdot.gov>  
Sent: Wednesday, February 22, 2023 1:35 PM  
To: Vee Miller [REDACTED]  
Subject: RE: 380 bypass

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

-----Original Message-----

From: Vee Miller [REDACTED]  
Sent: Tuesday, February 21, 2023 11:22 PM  
To: Stephen Endres <Stephen.Endres@txdot.gov>  
Subject: 380 bypass

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.

I do not support plan C of the 380 bypass. It's ridiculous.  
Sent from my iPhone

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Monday, March 6, 2023 3:20 PM  
**To:** Vicki Yue [REDACTED]  
**Subject:** RE: No to Segment A

Your comments will be added to the public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Vicki Yue [REDACTED]  
**Sent:** Monday, March 6, 2023 1:45 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** No to Segment A

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.

Hi Stephen,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

**From:** Victoria [REDACTED]  
**Sent:** Tuesday, March 28, 2023 8:26 AM  
**To:** [REDACTED]  
stephen.endres@txdot.gov  
**Subject:** Oppose Segment C

Senator Paxton, Representative Leach, and Mr. Endres:

I strongly oppose Segment C and support Segment D due to the lower environmental impact and less homes, businesses, and community services affected.

Thank you,

Victoria Gorpin

**From:** Vikki Kleckner [REDACTED]  
**Sent:** Wednesday, March 15, 2023 1:33 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Victoria Kleckner

**From:** Virgil Renz [REDACTED]  
**Sent:** Wednesday, March 8, 2023 12:40 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Best Regards,

Virgil Renz

**From:** Ann Dover [REDACTED]  
**Sent:** Tuesday, March 7, 2023 9:33 PM  
**To:** Stephen Endres  
**Subject:** 380 Bypass - No to Segment A

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.

**To TxDOT:**

**NO to Segment A, YES to Segment B**

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement **Segment B** as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Please consider this option over Segment A. Segment A will destroy more businesses, cost many millions more to build, and cause greater disruption. Thank you for your time.

Sincerely,

Virginia Ann Dover

**From:** [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:54 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizens of McKinney, TX for the last 20 years, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,

Walt & Cheryl True



**From:** walt boyko [REDACTED]  
**Sent:** Tuesday, April 18, 2023 11:31 AM  
**To:** Stephen Endres  
**Subject:** 380 Bypass

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. Enders,

My wife and I are in our mid-70's and live in Tucker Hill and are very concerned about the 380 bypass and the impact it will have on our golden years of retirement. We both feel that Segment B would have been the best choice for our front porch community and the least disruptive. The meetings we've attended left us with more questions than answers. How can Tx Dot with a clear conscience justify spending \$150 million more for option A when our country's in debt up tp their ears???

Our concerns are in regard to the Noise Pollutants study which we feel are inadequate since we'll be 900 feet from the bypass. Also, our safety coming to and from our home during the construction period is of the most importance. We ask that you please reconsider the decision you've made in selecting Option A.

Regards,

Walt and Jenny Boyko  
7309 Stanhope st.  
McKinney, Texas  
75071

Sent from my iPad



**PUBLIC HEARING COMMENT FORM**  
**US 380 from Coit Road to FM 1827**  
**Collin County, Texas**  
**CSJs: 0135-02-065, 0135-03-053, 0135-15-002**

The Texas Department of Transportation is seeking your comments on proposed improvements to US 380 from Coit Road to FM 1827 in Collin County, Texas. Please use the space provided, attaching additional pages as necessary, and mail the form to the address below. This form can also be emailed to [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov). **Comments must be received or postmarked by Tuesday, March 21, 2023, to be included in the formal hearing documentation.**

**Comments:**

See Attached

Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).

- 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 9, 2019, and executed by FHWA and TxDOT.*

**Please Print**

Name: WAYNE BROWER

Address: 3187 FM 2933

Apartment, suite, etc.: \_\_\_\_\_

City/State/Zip: McKinney TX 75071

## **Public Hearing -US 380 from Colt Rd. to FM 1827**

### **Concern - routing of Segment C vs D in Area 3 of of from Hwy 5 to FM 1827 connection on East side reconnection to Hwy 380**

#### Comments:

1. Has anyone in the TxDOT considered the tremendous traffic on Hwy 380 East of this proposed connection at FM 1827. To correct the problem with Hwy 380 traffic flow; this area from McKinney to Princeton would need to be addressed. Your plan does not correct this growing concern.
2. As to your choice between proposed segment C or D for the routing from HWY 380 to Hwy 5. It is obvious that segment D would be the better choice when consideration of affected homes & businesses is considered. By your own map (page 3 defining proposed routes) 60+ homes and businesses would be impacted on segment C: where as 15 would be affected on segment D.
3. In addition, selecting segment C would require rerouting of water and Utility service this many homes & businesses.
4. Apparently, by the map (page 3) there has not be made any provisions for the proposed Wilmeth Rd extension to East from its present ending at Hwy 5 from the West.
5. Routing by segment D would also alleviate the traffic concerns better with the proposed new McKinney airport entrance from the North that to use segment C. All of these factors should be considered, not just what would be the least cost initially.

Wayne Browder

**From:** Wendell Gilbert [REDACTED]  
**Sent:** Tuesday, March 7, 2023 5:28 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sent from my iPad

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:57 AM  
**To:** Wendy Correa [REDACTED]  
**Subject:** RE: No to Segment on 380

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

---

**From:** Wendy Correa [REDACTED]  
**Sent:** Saturday, February 25, 2023 7:00 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Subject:** No to Segment on 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.

Good evening,

I would like to voice my strong opposition to Segment A, and adamant YES for segment B. I am a homeowner and citizen of McKinney, Texas.

Please consider the below comments:

I strongly oppose construction of segment A because it will cost taxpayers \$98.8 MILLION more and impact 57% more natural wetlands and wildlife. Also, there will be negative impacts on the Tucker Hill, Stonebridge Ranch, and Ridgecrest neighborhoods.

I STRONGLY support segment B in the blue alternative because it will require 73% fewer businesses and residential displacements and avoids reconstruction of the 380 & Custer intersection.

My neighbor has an entrance/exit on 380 and I work in McKinney. I drive 380 multiple times every single day. I understand the need for an alternative due to congestion, traffic, and overall growth. However, it is common sense based on the numbers that segment B is the most appropriate choice. Numbers never lie and the costs and impact of segment A far outweigh its benefit. Please choose segment B.

Thank you,  
Wendy Correa

---

A Texas Department of Transportation message



**From:** Wendy Dickerson [REDACTED]  
**Sent:** Wednesday, April 19, 2023 2:53 PM  
**To:** Stephen Endres  
**Subject:** Highway 380 Segment A Construction 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.

To whom it may concern:

I have lived in McKinney since 1992 and I have seen an amazing amount of change and growth to our city. Some of it has been beneficial, some not. Four years ago my husband and I moved to Tucker Hill. We fell in love with the charm and peacefulness that this neighborhood provided. We have grown to love this community and its uniqueness. I am incredibly concerned about the possibility of 380 segment A going forward. I truly feel that it will be a detriment to the living experience within my neighborhood. I live in the part of Tucker Hill that is close to 380. I am very worried about the increased noise pollution that will result with a highway of this size, even if the lanes are sunken. What is TXDOT prepared to do to make sure that our neighborhood is not affected at all by highway noise? Will you be installing some type of sound barrier? Is it true that segment A would completely cut our neighborhood off from the rest of McKinney?

As a McKinney homeowner and taxpayer, I find that TXDOT's recommendation of Segment A over Segment B is fiscally irresponsible to the taxpayers costing over \$150 million more, applies criteria to support their decision inconsistently, and provides numerous biased, false, and inconsistent findings in their environmental study.

Furthermore, there is objective evidence of political maneuvering, campaigning, and rezoning efforts by the City of Prosper and ManeGait that ostensibly has swayed TxDOT's position, and I publicly condemn these actions as unethical and improper.

The preferred segment should be chosen based on the facts and what the Council on Environmental Quality (CEQ) requires. Per CEQ (2021), decisions on an alignment must be based on what is practical and feasible from a technical and economic standpoint, **rather than what is desirable from the standpoint of the agency (i.e, TxDOT).**

As a McKinney homeowner, I believe a bypass may be required to support growth in the northern corridor. However, in selecting Segment A for the 380 bypass, TxDOT will do harm to a significant percentage of McKinney residents and will demonstrate significant fiscal irresponsibility. This decision is made more egregious with the existence of a viable lower impact alternative. It appears irrefutable that Segment B is the better alternative and that there are serious flaws in the conclusions reached by TxDOT and in the underlying Environmental Impact Study (EIS).

Please do not proceed with this project without a rigorous study of all pollutants that cause harm to humans and a rigorous health impact analysis to understand both current and future impacts. If TxDOT will not mitigate these harms, then TxDOT should at the very least do a rigorous analysis of these harms and explicitly note the opportunities we forgo with the current preferred alignment. The pollution appendices are missing critical analyses and portions are invalid as presented. This project should not proceed until those egregious omissions and errors are corrected.

In order to ensure resolution and the creation of the best project possible, we request that:

- - 
  - TxDOT issue a second draft of the EIS to correct significant deficiencies in the current draft EIS.
- 
- 
- 
- Any Final Environmental Impact Statement (FEIS) have a 90-day review period, with an official public comment period, and that the FEIS be unbundled from the Record of Decision.
- 

**The facts as TxDOT presents them appear to support Segment B over Segment A:**

- 
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- Segment B does, in fact, displace fewer homes 2 versus 5. However, segment A is one mile longer,
- has 6 new interchanges rather than 5, has seven potential major utility conflicts versus just two for Segment B and displaces 15 businesses versus zero businesses for Segment B.
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- Segment B would have less of an environmental impact. Segment A would encroach on twice the wetland acreage, nearly twice the linear feet of rivers and streams and more acreage of forests, prairies and grasslands than Segment B. Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years. Finally, there would be no hazardous material sites impacted on Segment B and TXDOT has identified 2 with Segment A.
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- Segment B is significantly less expensive than Segment A. Of real concern to the taxpayers is that
  - the estimated cost to construct Segment A is nearly \$200M more than Segment B.
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- Segment A involves reconstructing an additional 3.8 miles of existing 380 Highway increasing the risk of work zone accidents, and disrupting existing traffic patterns. Additionally, the requirement to lower the existing grade in bedrock and cantilever local lanes in a restricted ROW width, while preferred for the longterm, will significantly increase



- the construction time, safety given to safety and the increased risk of fatal accidents, including those induced by a change in grade and, not one, but two 90 degree turns.
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- TxDOT has claimed that Segment A results in lower potential impacts to planned future residential homes. It appears that TxDOT is prioritizing the impact of unidentified future residents, property investors or developers over the impact of existing McKinney residents. The voices of the current residents should be a priority over unidentified future residents.
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- TxDOT has asserted that Segment A avoids displacing numerous proposed residences under construction west of Custer Road. Once again, this appears to accrue to the benefit of future residents or current investors, not the current residents of McKinney.
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- TxDOT also asserts that Segment A avoids impact to “MainGait Therapeutic Horsemanship property, the subject of substantial public concern”. In fact, there is no great “public concern” over MainGait. The facility does serve a noble purpose, but that purpose is nowhere near the public concern of the impact to the existing residents of Tucker Hill who include retired veterans, disabled residents (both young and old), seniors 55+ and countless children. More concerning to
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members of Tucker Hill and the surrounding McKinney community is that TxDOT calls out the impact of the ROW to the property belonging to the founder of MainGait. The founder of MainGait is no ordinary philanthropist, but, Bill Darling, a former real estate developer and home builder who stands to gain personally by the selection of Segment A over B. In particular, Bill Darling and/or other associates of the Darling company, leveraged ownership of 43 Tucker Hill lots to submit comments against Segment B in favor of Segment A – essentially impersonated residents of Tucker Hill. TxDOT’s own findings indicate that the continued emphasis on ManeGait is unwarranted and has stated Segment B “would not make the ManeGait inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act.” Furthermore and perhaps most egregious is that ManeGait stated and TxDOT perpetuated the false claim that ManeGait provides “essential” services to protected citizens, which was a misrepresentation and may have swayed public opinion.

In direct conflict with their own findings, TxDOT still concluded Segment A was the preferred route option.

TxDOT relied on the EIS to support their conclusion. Of critical concern to Tucker Hill and the greater McKinney community is what appears to be flaws in the underlying TxDOT analysis and interpretation of the EIS. I will attempt to detail each of my concerns individually. My comments

however, are not meant to be a  
those that this compressed timeframe has allowed me to identify.

### **Noise Pollution**

The TxDOT noise study for Tucker Hill was flawed and biased. The importance of this is underscored by the existing scientific literature showing the association between traffic and related noise on physical and mental health. The study evaluated only a single barrier south of the community. It appears the study was biased toward providing more data around MainGait, a facility with transient guests, then Tucker Hill, a community of over 380 homes with plans for over 600. Additionally, it appears that there has been no regard taken to Tucker Hill's numerous veteran residents, elderly residents or our residents with disabilities – collectively, who likely outnumber MainGait's transient guests. In fact, Tucker Hill was classified, by TxDOT, as a standard residential area with an acceptable NAC level of 67 and precluded from participating in any future noise studies. This is both incorrect and unacceptable.

Tucker Hill is a “front porch” community and every home is designed with a front porch that encourages outdoor activities and interactions between neighbors. Tucker Hill

should be reclassified as Category A to preserve the essence of the neighborhood and the neighborhood should be included in any future noise abatement studies.

The noise study itself appeared to use outdated data to estimate the impact of noise on the community. Yet, TxDOT, while proposing to surround the neighborhood on both the south and east side with a highway, believes the noise impact to be acceptable. TxDOT has not met their burden in any way, and moving forward with flawed data will cause irreparable harm to the residents of Tucker Hill, especially the young, elderly and disabled who do not regularly leave the neighborhood. A new noise study must be conducted with more receptors and sound barriers across both the south and east side of the neighborhood must be included in any Segment A option. Finally, it appears untenable that TxDOT could make any conclusion about the noise impact on Tucker Hill without fully understanding the impact of their proposed Segment A shift on the east side of the neighborhood.

### **Community Impacts**

TxDOT incorrectly identified a single Tucker Hill park and the Tucker Hill Community Center in their community impact study as the only community spaces without identifying the population they serve. First, Tucker Hill houses a community center, two town squares, two community parks, a community pool, a dog park, two fire pits, an amphitheater and a rooftop event space in the Harvard Park commercial area. The community spaces can be found filled with residents on almost any sunny day. Tucker Hill hosts many little league practices from Prosper and McKinney in our neighborhood parks and is a Christmas Holiday destination for people all across the region to visit our lighted homes. Furthermore, the community has a long history of events supporting organizations like Ethan for Autism, 29 Acres and the Down Syndrome Guild of Dallas. TxDOT has not demonstrated that they have completed any research into the impacted population (including children of all ages, elderly, seniors 55+, veterans and residents with disabilities) of these facilities. Once again, this is an egregious omission and appears to show substantial bias for MainGait and other facilities that serve guests as opposed to residents.

### **Aesthetic Impacts**

TxDOT has not completed the required aesthetic impact analysis for the whole project.

### **Traffic Analysis**

TxDOT's traffic analysis is fatal deemed to be incomplete and inconsistent by the Texas A&M Transportation Institute (TTI) in September of 2020. In March 2021, TTI noted that they still had not been provided traffic data for the "No Build vs Build scenarios". At that time

, TTI deemed that the growth rates used in the revised study were acceptable for "short-term growth (from 2020 to the pivot year of 2040)". Unfortunately, TxDOT has not addressed how their growth rate calculation using a linear regression could be acceptable if the baseline year for traffic growth is 2020. In every commercial or municipal environment, 2020 is seen as a data anomaly because of the impact of the pandemic and an unacceptable baseline for comparative purposes of any kind.

TxDOT's traffic analysis continues to be flawed and incomplete.

### **Two 90 degree curves**

More than 25 percent of fatal crashes are associated with a horizontal curve, and the average crash rate for horizontal curves is about three times that of other types of highway segments ([https://safety.fhwa.dot.gov/roadway\\_dept/countermeasures/horcurves/](https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/)). In 2022 the United States Department of Transportation released their National Roadway Safety Strategy, which endorsed zero fatalities as the national goal and promotes building safety into the design of roads. TxDOT did not compare the safety risks including injury and fatality based on the highway designs of alternatives A and B. Segment A (the current preferred alignment) has **two 90 degree curves**. It also does not appear that TxDOT considered this safety risk in their decision.

As such, TxDOT must include an analysis that compares alternatives A and B on the probability of accidents, injury, and fatalities. In addition, TxDOT must justify why they would choose a more dangerous alignment and one that goes against the US Department of Transportation's strategy.

### **Community Cohesion**

TxDOT's conclusion that there is no increased community cohesion impact to Tucker Hill with Segment A and that there appears to be existing cohesion between Whitley Place, Mansions of Prosper, Luxe Prosper and Walnut Grove due to school districting once again is incorrect and appears to show a bias or, simply, a failure to conduct proper research.

Segment A will effectively sever Tucker Hill on both the south and eastern sides of the neighborhood from McKinney. This is atypical and will leave Tucker Hill, established within the city limits of McKinney in 2008, as the only established subdivision completely blocked off from McKinney on two sides of the neighborhood. In fact, the highway will sever Tucker Hill from the districted school, Reeves Elementary in Auburn Hills. It will also impact and, possibly, imperil the plans to connect Tucker Hill to both the school and the hike and bike trail system already in the city's plans. The City of McKinney has noted in their planning documents and as Mayor Fuller reiterated in his email to Ceason

Clemons and TxDOT staff dated February 26<sup>th</sup>, 2023, Tucker Hill is a significant asset to the city.

What may be most troubling, though, is TxDOT's conclusion that somehow there is no cohesion impact when cutting Tucker Hill off from Reeves Elementary, but there appears to be an impact to the Prosper neighborhoods due to school zoning. However, the Walnut Grove neighborhood is not districted for Prosper ISD. The Mansions of Prosper neighborhood and the Luxe Prosper neighborhood are districted for different elementary and high schools than the Whitley Place neighborhood. In fact, Mansions of Prosper and Luxe Prosper share school zoning with Tucker Hill.

The correct conclusion here should be that the proposed alignment through the surrounding neighborhoods (Mansions of Prosper, Luxe Prosper, Tucker Hill and Auburn Hills) and the fact that Tucker Hill would become the only established subdivision to be severed from McKinney by the highway on two sides, with respect to community cohesion, Segment B is clearly the better alternative.

### **Construction and Noise Pollution**

TxDOT only provided standard language with respect to construction and noise pollution. According to the TxDOT handbook this is incorrect and TxDOT must also include:

“Construction Phase Impacts (EA Section 5.17) This section of the EA must identify and explain any impacts associated with construction activities. This includes light pollution; impacts associated with physical construction activity, temporary lane, road or bridge closures (including detours); and other traffic disruptions. Include the expected duration of any construction impacts, and explain any BMPs or other strategies that will be used to mitigate such impacts.”

TxDOT must outline and detail all potential impacts during construction for both proposed Segments A and B and appropriately evaluate those impacts as part of the study. Importantly, TxDOT should provide all impacts and mitigation strategies related to construction prior to proceeding. Critically, with respect to Tucker Hill and the surrounding neighborhoods, what are the plans for egress to the neighborhood during construction and how will those plans impact the response time of emergency vehicles to points within the neighborhood?

### **Shift Closer to Tucker Hill**

TxDOT's introduction of the Segment A shift without notice and in addition to the already flawed analysis that produced a preference for Segment A creates an unfair

burden on the residents of Tucker Hill. Once again, TxDOT appears to be showing a callous bias toward 'future development' rather than a commitment to current residents. It is impossible to fully understand the additional noise pollution, air pollution and other effects without additional study. It's important to note that even with this new shifted Segment A, the cost to construct Segment B would be \$100M less than Segment A. TxDOT's actions are placing the residents of Tucker Hill in an untenable position and are knowingly causing irreparable harm to the community in favor of future development. I strongly object to the proposed shift of the A alignment.

### **Air Pollution**

Air pollution is a documented public health emergency, and can affect every organ in the body, including cognition. Children and the elderly are disproportionately vulnerable to air pollution, specifically PM2.5, and more so if they live in close proximity to a highway. Air pollution can cause a multitude of diseases in adults, including heart disease, and can breach the placental barrier during pregnancy, causing miscarriages and birth defects. These impacts are well documented and have been noted in academic studies for over a decade. TxDOT should not proceed with this project until they have conducted a full study of existing and future air pollution on this highway, both at the regional scale and immediately adjacent to the highway. TxDOT must be compliant with EPA's health-based National Ambient Air Quality Standards.

The current preferred alignment surrounds the Tucker Hill neighborhood on the South and East sides. Winds in McKinney predominantly blow from the South and South-East meaning that for more days than not air pollution will be blown and settled on the residents of Tucker Hill.

It appears that the model for the air pollution study used by TxDOT utilized an airspeed of 1 MPH. The average wind speed for North Texas is 8 to 12 MPH and the prevailing winds are from the south and south-east. It appears that additional study must be completed to correctly understand what the adverse effects of air pollution would be on the Tucker Hill population. Additionally, if Segment A is selected, monitoring devices must be installed to monitor air quality before, during and after construction.

The DEIS fails to address air pollution from traffic beyond tailpipe emissions. A growing body of academic research cites brake wear and tire friction as primary pollutants from traffic. The DEIS has not addressed either of these sources of pollutants, nor does it address benzene or Volatile Organic Compounds (VOCs). We request that TxDOT complete detailed analyses of each of these pollutants, and compare pollutant levels on 380 (for each pollutant) to expected levels during and after construction Segment A.

The DEIS notes in several places that expected proliferation of electric vehicles (EVs) should improve air pollution in this corridor. This is not only abdicating responsibility for mitigating air pollution, but a misrepresentation of electric vehicles and their environmental benefits. While EVs do reduce tailpipe emissions from internal combustion engines (ICEs), they do nothing to reduce pollution from non-tailpipe sources including brake dust and tire friction. Pollution from tire friction may worsen in EVs due to increases in vehicle weight from electric batteries. Further, Texas' electric grid is far from clean, and EVs that source their energy from unclean sources are, therefore, unclean themselves.

The Mobile Source Air Toxins analysis in the DEIS is lacking and includes only a qualitative analysis. The DEIS claims that MSAT will decrease with time because of improved federal standards. We argue that this is an outsourcing of responsibility to mitigate air pollution in the 380 corridor, and request that TxDOT complete a quantitative MSAT analysis and a health impact assessment for all criteria pollutants.

### **Quality of Comments Collected**

As described above, Bill Darling and others, appear to have acted in bad faith in soliciting comments. In addition to submitting comments impersonating Tucker Hill residents, comments were solicited via Facebook with no links to the underlying studies or segment alternatives. TxDOT must vet all of the comments collected during the scoping project fully and determine that they were legitimately provided by residents. If the comments were not legitimate, they should be stricken from the project record.

### **NEPA**

Paraphrasing from The Council on Environmental Quality (2021), TxDOT is obligated to evaluate feasible alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives. Of note, NEPA reasonable alternatives include those that are practical or feasible from the technical and economic standpoint, rather than simply desirable from the standpoint of TxDOT.

“NEPA is About People and Places”

"Impacts include ecological, aesthetic, and economic, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that is why Congress used the phrase "human

environment" in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects."

It is clear that TxDOT's selection of Segment A is, at best, ill-advised and, at worst, unsavory. I ask that TxDOT respond to each of the issues discussed. As it stands, if TxDOT proceeds with their preferred Segment A they will be irreparably harming the residents of Tucker Hill, unfairly seizing the residents' ability to enjoy their neighborhood, severing them from their broader community and, potentially, justifying it with a fatally flawed Environmental Impact Study.

Regards,

Wendy Dickerson  
7408 Wescott Ln.

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## Resources

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**From:** Wendy Perrott [REDACTED]  
**Sent:** Wednesday, March 8, 2023 7:53 AM  
**To:** Stephen Endres  
**Subject:** Please Vote NO on Segment A for US 380 Bypass

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'm a homeowner in Mckinney, TX and I strongly oppose the construction of Segment A for the US 380 Bypass from Coit Rd. to FM 1827. I do support the TXDOT existing option, Segment B, which will result in less overall disruption to the 36,000 Stonebridge Ranch residents and thousands of others in McKinney. Segment B will cost less and reduce my city tax burden.

Please implement Segment B for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Wendy Perrott



**From:** Whitney Carrillo [REDACTED]  
**Sent:** Tuesday, March 7, 2023 7:39 PM  
**To:** Stephen Endres  
**Subject:** No to Segment A

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.

As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827. Thank you for your time.

Whitney Carrillo

**From:** Whitney Vaughn [REDACTED]  
**Sent:** Thursday, March 9, 2023 9:19 PM  
**To:** [REDACTED]; Stephen Endres  
**Subject:** US 380 Bypass NE McKinney - Oppose Segment C and Support Segment D

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.

Hello,

I know all of you have many important affairs to attend to, so I will keep this brief and greatly appreciate you taking time to consider the following.

I keep my horse at Tara Royal, one of the business that will be affected by Segment C of the US 380 Bypass NE McKinney. Segment C will adversely affect the serenity and safety of the 40+ horse owners that keep their horses at Tara Royal, as well as the horses. Loud noises from construction and the increased traffic create a huge safety risk while riding a horse, not to mention the added pollution and disruption of attempting to visit our horses. It is one of the last boarding barns in all of North Texas that has the amount of pasture turnout for horses that they do. Pasture turnout is integral to a horse's physical and mental health, keeping a horse in a 12x12 stall all the time is not fair to them. Most of us already drive from quite far away to have a peaceful, safe, and healthy place for our horses, a place where they can enjoy time in the pasture and not stuck in a stall. Even the McKinney Mounted Patrol keeps their horses at Tara Royal and we should all be concerned about the safety of those officers and their horses that perform an important, integral civic duty.

Please don't take our peace and safety away. Please don't affect the health and safety of so many animals, horses and wildlife. Please consider Segment D. Not just for all of us at Tara Royal, not just for the horses, but also because:

- C severely damages one of the largest remaining forests in central Collin County
- C destroys 71% more acres of forests and woodlands and 141% more acres of grassland and prairie.
- C disturbs the wetland that serve as refuge for wildlife, including beavers, river otters, turtles, migratory and non-migratory water and forest birds, frogs, etc.
- C eliminates a large area of suitable habitat for endangered/ threatened species.
- C is strongly opposed by Texas Parks and Wildlife (prefers Segment D).
- C affects and displaces 383% more homes (29 vs. 6), 300% more businesses (16 vs. 4), and more community resources.

Thank you kindly for your time and consideration.

Whitney Vaughn

**From:** Will Huffman [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:55 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you,  
Will Huffman

**From:** William Shutt [REDACTED]  
**Sent:** Friday, March 31, 2023 10:05 AM  
**To:** Stephen Endres  
**Subject:** NO to Segment A of US 380 Bypass

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.

As homeowners and citizens of McKinney, TX, we STRONGLY OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore we understand that TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and reduce overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

We strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
William and Judith Shutt  
6509 Spring Wagon Drive  
McKinney TX 75071

**From:** Bill Gross [REDACTED]  
**Sent:** Monday, April 3, 2023 12:03 PM  
**To:** Stephen Endres  
**Subject:** U.S. 380: Recommended Alignment

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. Andres,**

**I have reviewed your Draft Environmental Impact Statement for US 380 from Coit Road to FM 1827 dated December 2022.**

**This is a very thorough and well documented engineering thesis on the study of the various alignment alternatives that were considered!**

**You have chosen the Blue Alignment as your Preferred Route.**

**After reviewing your detailed report and all of the Alternatives that you discussed and after examining your Alternative Comparison Matrix, I have come to the conclusion that the Brown Alignment is the best alignment that you have discussed.**

**My reasons for choosing the Brown Alignment are as follows:**

- It is the lowest cost.**
- It is the shortest length of roadway to build.**
- By my count, your Alternative Comparison Matrix shows that the Brown Alignment scores better than the Blue Alignment 19 times. Whereas, the Blue Alignment only scores better than the Brown Alignment 9 times.**
- The Blue Alignment displaces 35 established businesses as opposed to the 21 business displacements by the Brown Alignment.**
- The Brown Alignment provides a much smoother alignment for traffic flow than does the Blue Alignment which contains 2 ‘doglegs’.**

**Regarding your comments that the Blue Alignment had more public support at the last Town Hall meetings, I offer the following observations. The Prosper Town Council has been vehemently opposed to any US 380 Alignment - from the very beginning - that did not stay along the existing US 380 route. Prosper’s attitude is “not in my backyard!” Prosper certainly has the right to voice their opinion. To that end, the Town of Prosper mounted a huge Public Relations effort to solicit and garner the maximum support possible for the Blue Alignment. I believe that if you look at the demographics of the responses that you got for support of the Blue Alignment, that you will find that the overwhelming number of those responses came from folks who reside in Prosper. Of course Prosper residents don’t want the 380 Bypass coming through their town and neighborhood. They would much prefer the Bypass be in McKinney! The Engineering and Financial considerations of the project are irrelevant to the Town of Prosper as long as the Bypass stays out of Prosper.**

**To me, it appears that you have done a thorough job of investigating and documenting the various Route Alignments.**

To me, your analysis and engineering findings are clear: **the Brown Route should be the Preferred Alignment.**

My firm belief is that TxDot should be able to stay above the political fray and make its decisions on analysis of the facts and prudent engineering analysis. You have certainly done an outstanding job of analyzing and presenting the facts. Unfortunately, it appears that you have succumbed to political pressure with your decision to choose the Blue Alignment as the Preferred Alternative.

I continue to believe that the Brown Alignment is the Best Alignment that you have identified and discussed.

Very truly yours,

William E. Gross, P.E.  
4879 Geren Trail  
McKinney, Texas 75071

  
214-415-9220

**From:** Bill Essington [REDACTED]  
**Sent:** Tuesday, March 21, 2023 5:59 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney. I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

William Essington  
1916 Cortez Ln  
McKinney, TX 75072

**From:** William Sano [REDACTED]  
**Sent:** Thursday, April 20, 2023 11:30 PM  
**To:** Stephen Endres  
**Subject:** Fwd: 380 Bypass/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.

Sent from my iPhone

Begin forwarded message:

> After reading many of the comments and concerns about the 380 bypass, I have not yet seen an explanation of why TXDOT might choose to spend \$150M more dollars on a bypass route over the less expensive one. By the time the project is started the costs will soar even more as new commercial and residential projects are being added even now. I can't help but wonder what back room deals have taken place in order for a route to be drawn with such a sharp S-curve that is bound to cause some major accidents in due time. The less expensive route has a reasonable, gradual curve that would be safer and TXDOT engineers know this! It's so obvious! So how do you explain Segment A over B when it comes to safety and the cost to taxpayers?

> If Bypass Segment A is approved, another crucial safety concern will impact the residents of Tucker Hill. TH residents' only entrance and egress into their community would be from Highway 380 while it is under construction. That is also the only route available to first responders. As a former firefighter and paramedic, I can personally attest to the fact that seconds matter when it comes to life or death emergencies. At this point in time, there seems to be no alternative route for emergency responders and we have all been delayed in traffic due to construction. How will TXDOT address this concern?

I read also about environmental impact, a worthy consideration especially with our dwindling green spaces and the encroachment on wildlife. Yet, little consideration is given to the impact on the quality of human life.

William Sano  
7421 Ardmore St  
McKinney, TX 75071  
210-262-4884

>

>

> Sent from my iPhone



**From:** William Shelt [REDACTED]  
**Sent:** Tuesday, March 7, 2023 4:48 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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 sir,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827.

Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Thank you.

William Shelt

214-585-2375

**From:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Sent:** Tuesday, February 28, 2023 9:55 AM  
**To:** William Martin [REDACTED]  
**Subject:** RE: OPPOSE SEGMENT A, SUPPORT SEGMENT B:

Your comments will be added to our public hearing summary.

Stephen Endres  
214-320-4469

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**From:** William Martin [REDACTED]  
**Sent:** Sunday, February 26, 2023 12:39 PM  
**To:** Stephen Endres <[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)>  
**Cc:** Craig Martin [REDACTED]; Anissa Reil [REDACTED]  
**Subject:** OPPOSE SEGMENT A, SUPPORT SEGMENT B:

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.

**I Strongly OPPOSE Segment A, SUPPORT Segment B of Project of 380 Bypass Project.**

My name is William Vane Martin, Jr and i am owner and resident of property at 1529 Landon Lane, Wren Creek Addition, Phase II-B, Block C, Lot 2, Stonebridge Ranch Addition, McKinney, Texas 75071. I am a Trustee of 2015 Martin Family Revocable Living Trust to which the property is registered.

**I strongly OPPOSE Segment A of Project 380 Bypass Project** for reasons including but not limited by ;  
1) Stonebridge Dr will be one of three major feeder arteries to the bypass, 2) increased traffic on Stonebridge Dr will result in decreased traffic safety, 3) will result in increased noise and pollution of the adjacent residential neighborhood, 4) property values will be impacted negatively, 5) endangers an elementary school, 6) Segment A costs more than Segment B, 7) creates overpass over Custer and Stonebridge Dr, 8) cause large interchange above Kensington Village.

I have attached a pdf file confirming the above comments and including 12 photographs of Stonebridge Drive 1500 block, 1600 block, 1800 block, Watch Hill and Lake LaCima which illustrate the residential environment of Stonebridge Drive.

**I Strongly Oppose Segment A.**

William V Martin, Jr

- 

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A Texas Department of Transportation message



**From:** Zachary Hope [REDACTED]  
**Sent:** Tuesday, March 14, 2023 3:44 PM  
**To:** Stephen Endres  
**Subject:** NO to Segment A

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.

Hi,

As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, destroy fewer businesses and homes, and result in less overall disruption to 36,000 Stonebridge Ranch residents and thousands of citizens throughout McKinney.

I strongly urge you to implement Segment B as the preferred option for the US 380 Bypass from Coit Road to FM 1827.

Sincerely,  
Zachary Hope

Creation Date	Please enter your comments here.	First Name	Last Name	Street Address	City	State	Zip Code	Email Address	Please select each of the following that apply to you (Texas Transportation Code, §201.811(a)(5)).	Links
1/15/23 20:15	I stand in strong opposition to Segment B - Brown and Gold plans. We are moving to Prosper this March.	Benjamin	Cable	1250 Harvest Ridge Ln	Prosper	Texas	75078	[REDACTED]		
1/17/23 14:46	If this were moved north to run along where FM1461 currently stands, literally all problems would be solved. People are willing to drive 3 minutes to get there. It's the obvious solution.					Texas				
1/20/23 1:05	I am not in support of the "Blue Alternative" (Option A). When this freeway is constructed, it will clumsily divide a mature part of West-McKinney that sensibly balances commercial and residential interests. Many homes and business have already been built in this area within the last 10 years and many more are actively being constructed. This area is not conducive to an eight-lane freeway. The impact is not just relocating 22 residences and 35 business, but an overall drop in commercial spending and quality of life for residents due to elevated noise, decreased mobility on non-arterial roads, and an increase in traffic. Option A is unnecessarily and massively disruptive.  Please consider Option B. The route is easier to navigate due to it's gradual slope from US 380 and less prone to traffic as Option A would be (the north-south connection to 380 will restrict flow of traffic). Additionally, the region impacted by Option A is less densely developed and impacts overall fewer residents.	Caleb	Pedersen	2466 County Road 852	McKinney		75071	[REDACTED]		
1/24/23 18:30	As a resident of Stonebridge Ranch and utilize park space with family nearby every day, add a comment to express my disapproval of the by pass through Mckinney and would prefer the less populated route through Prosper. The route through Proper will affect an area with less population density as seen you the map provided. I believe this issue has been overcomplicated and the simplicity of the issue is evident.	Rick	Vander Heiden		Mckinney	Texas	75071	[REDACTED]		
1/25/23 23:39	The proposed 380 Freeway is Dangerously too close to New homes this is not feasible, or a good idea! The 380 needs to stay on the 380. I just bought a new home in Bloomridge. I bought it and spent a lot of money and was never told about this proposal. I want a quiet safe home for my family.  Thank you Leslie Jean	Leslie	Jean	3521 Paintbrush Dr	McKinney	Texas	75071	[REDACTED]		
1/26/23 1:07	Do not increase the road traffic and complexity putting the top of the funnel in my town right next to my neighborhood (right at the intersection of coit and 380 where our high school is) to decrease traffic in an adjacent town. Build the *entire* bypass well into McKinney if McKinney needs a bypass. With the funnel in Prosper we will see the traffic building right in one of our already most populated and busiest areas.	Jeff	T	741 hunters pl	Prosper	Texas	75078	[REDACTED]		
1/26/23 23:22	My name is Paul Barada and my company name is S. a. Paul Enterprise who owns the land NEC of US Highway 380 and Walnut Grove. I see the Schematic or segment A passing through on my property. If it happens then I would lose high quality tenants and I cannot afford to lose the valuable land. I already designed the multi-tenant shopping center and I have multi-million dollars debt on this property and cannot afford to lose my property. Secondly, I see there are two Segments (alternative routes) like A and B. I think the city of McKinney passed the resolution Segment B last year. I would suggest Segment B is the best option because it will be less displacement for the businesses and residential. I oppose TXDOT's	Barada	Paul	6383 Francis Ln	Frisco	Texas	75035	[REDACTED]		

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	decision if Txdot decide to move Segment A option. Please consider the alternative option B.									
1/27/23 4:25	NO BYPASS!! Look further north to build a bypass. Do not build into 380.	S	A			Texas				
1/27/23 4:27	Stop trying to build a bypass which both towns and citizens do NOT want!	B	T			Texas				
1/27/23 18:08	The bypass into 380 is not a desired option.m for both McKinney or Propser residents. We have voiced our opinion on so many options. Please look north into Celina for the bypass. They have the open land to build without worry. Stop trying to force this bypass on Prosper!!!	Sara	A		Prosper	Texas				
1/28/23 23:50	Stop pushing an expansion and bypass that the residents of both McKinney and a prosper do not want or support. If this expansion was done years ago when there was more open land perhaps residents would feel differently. By continuing to try and impose a bypass only frustrates the established communities and does nothing to benefit them and only causes harm to them. If a bypass or extension is needed consider going North into Celina where there is much more open undeveloped land. You all are wasting so much time trying to force something bc that is just not beneficial due to the established businesses and homes. So make it easy and start looking North!!	Douglas	Clark			Texas				
1/29/23 22:49	No Bypass in Propser!380 should absolutely not be a limited access highway. There is no benefit to the residents of Prosper. It will do nothing but encourage more thru traffic and make things miserable for residents. Stop trying to force a bypass through already established thriving areas!!	Madeleine	G		Prosper	Texas				
1/31/23 3:21	No Bypass in Propser!380 should absolutely not be a limited access highway. There is no benefit to the residents of Prosper. It will do nothing but encourage more thru traffic and make things miserable for residents. Stop trying to force a bypass through already established thriving areas!!	Madeleine	G		Prosper	Texas				
1/31/23 3:40	Homeowners have made it very clear there is no desire to expand 380 and have a bypass. As a town and community we have been very clear about our opposition. to the bypass. Providing another option does nothing more than infuriate the citizens. Please look for other alternatives further north for a limited access road. Thank you!	Benjamin	Smith		Prosper	Texas				
2/4/23 19:06	No! No more widening of 380. 380 needs to reduce speed limits and increase lights in Prosper.	Clay	Johnson			Texas	75078			

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2/5/23 19:17	<p>I commute to Oklahoma every single day for work and have to drive on 380 from I35 to McKinney and it is HORRIBLE, however, in no way shape or form am I willing to support this going through my community or neighborhood. 380 in McKinney is nothing compared to the stop and go traffic from Prosper toward Denton. I agree we do need an alternate route, but not where this is proposed. This build needs to have been curved out north prior to Coit— this location solves nothing.</p> <p>Please DO NOT build this monstrosity! This will be a horrible for McKinney neighborhoods, new drivers, students trying to get to the appropriate school zones, noise...etc. I would rather NOT BUILD than to have this destroy McKinney. People by the masses (especially in Stonebridge) will move to other towns if this happens.</p>	Brandi	Martin	8609 HERN MEADOW	McKinney	Texas	75071	[REDACTED]		
2/10/23 1:00	<p>Please add additional lights on 380 and reduce the speed limit. Cars drive too fast and there are too many accidents. Widening of the road and increasing traffic will make it worse for the local people of Prosper to get around. Of all the people I've talked to, no one is in favor of widening the road and increasing traffic. Look for alternative routes that are not 380. What about Frontier? That seems to be much more aligned with the extension you are proposing.</p>	Mary	Turner		Prosper	Texas	75078			
2/10/23 15:43	<p>I am infuriated by this proposal. TxDOT is proposing to put a bypass in my backyard. However I have seen very little of your proposal to help impact residents. I built my home in 2015 when the same plans showed a two lane road was going to be built on CR123. We specifically chose a smaller lot to be further away from the two lane road and now there's a proposal to build a bypass. I find it unlawful to share proposed infrastructure plans and allow people to make decisions from those plans to change it later. I will not allow this to happen. I will pursue all means available to stop this and hold people accountable. This is absurd and the city of McKinney should not allow for neighborhoods to be built and then drop in a bypass. What are you going to do for the residents!!!! I strongly oppose all plans for this bypass. I can barely drive without running over roadkill from all the destruction to their habitat. Now you are coming for mines!</p>	Ivan	Clemons	5404 DATEWOOD LANE	McKinney	Texas		[REDACTED]		
2/11/23 20:17	<p>The 380 Bypass should not cut into Prosper! It should be north of Frontier. The bypass in McKinney goes North and should continue east to west on the north side of Prosper or into Celina. The current 380 in Prosper needs to be slower and have additional lights, just like it is in McKinney. People on 380 need to slow down! Put a bypass north for people to go faster. Ultimately you are accommodating traffic from Celina anyways.</p>	Paul	G		Prosper	Texas	75078			

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2/14/23 19:26	This DEIS is seriously flawed in several ways: Alternative B should have been the preferred alternative not A. A is more expensive. A has significantly more noise impact, which is unmitigated. A has a horrific and unmitigable visual impact on the La Cima community, park and lake, the view across the lake will be of a concrete monstrosity with trucks speeding over it. A will cause a very significant loss of jobs in the 380/Custer area, which has not been addressed. A will cause a significant deterioration of property values in the La Cima and other neighborhoods. Future property values in Prosper will benefit, while McKinney property values will suffer. Future buyers in Prosper to be aware of the construction and impact, so they can make an informed decision on purchasing. La Cima and nearby residents have no choice about this seizure of our properties. The entrance to Stonebridge ranch will be seriously degraded. The aerial intersection at 380/Custer will be an unsightly eyesore..	Frank	DeLizza, PE	1601 Stratford PI	McKinney		75071	██████████		
2/16/23 0:05	I fully support the findings of the study and the preferred alignment of Segment A. Thank you!	Ellen	Shaunessy	15B Rhea Mills Circle	Prosper	Texas	75078	██████████		
2/16/23 12:07	I live in the Reserve near Coit and Westridge. I really don't understand why this plan is dumping (a) onto Coit and 380. This area is going to cause gridlock at this intersection. An intersection that is already very busy for the businesses, homes and schools in this area. Why would this line not be carried through Prosper and exit out onto Preston? I believe that was the original plan. Point being that it will cause a hardship to the folks including myself and my family to have this line dump out into our main exit from our neighborhoods and schools up here. I oppose this part of the plan.	Ariana	N			Texas	75072	██████████		
2/16/23 23:10	Option C will be a disaster for our neighborhood and the environment. C divides our neighborhood, splits our road, and separates property from owners. D is a better choice. The floodplain where D would go is less valuable than the land encompassed by Option C, which is almost all valuable building sites well away from flooding. C will cross some of the last heavily wooded property near McKinney. It will destroy the habitats of deer, otters, beaver, raccoons, bobcats, and more. It will cross a wetland where ducks and geese winter every year. No one has even walked the land where C will cross, but have only studied aerial photos and maps which do not convey the actual habitats. C is the worse choice. D is much better.	Gordon	O'Neal	2235 County Road 338	McKinney	Texas	75071	██████████		
2/16/23 23:23	We need to keep 380 on 380	Matt	Tindall	4181 Splitrock Dr	Prosper	Texas	75078	██████████		
2/16/23 23:32	route d is a much less intrusive option to our citizens and the families that inhabit other zone options. please do not displace and financially impact the families of our community when it is avoidable	krista	rogers	528 twi knoll dr	mckinney	Texas	75071	██████████		



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2/16/23 23:35	For all the reasons txdot decided to keep the bypass out of prosper are the same reasons 380 should be kept on 380. Do not go back on your decision to expand 380 through McKinney. Prosper should not have to have 380 cut through areas such as Mane Gate, the new developing senior living area, and drastically alter areas around PISD schools and Foundations private academy. 380 needs to stay on 380!	Tiffany	Nayar	3721 Glacier Point Ct	Prosper	Texas	75078	[REDACTED]		
2/16/23 23:37	route d is a much less intrusive option to our citizens and the families that inhabit other zone options. please do not displace and financially impact the families of our community when it is avoidable	krista	rogers	528 twi knoll dr	mckinney	Texas	75071	[REDACTED]		
2/16/23 23:42	Overall the need for road improvements and managed growth is vital to our county. As a land developer I understand tough decisions need to be made, however the decision to select section c vs section d seems wrong. Section C impacts less housing units and uses more of the existing 380 section. both reasons supported for section A,	Malcolm	Mulrone	3 Crestview Cir	Lucas	Texas	75002	[REDACTED]		
2/16/23 23:49	My comment is for the Coit Road to CR161 (Segment A). This is the best alternative available - given the recommendations of the feasibility and the EIS project over the past few years, this TxDOT preferred alternative is the best option.	David	Vidusek	2920 Lakeview Dr	Prosper	Texas	75078	[REDACTED]		
2/16/23 23:53	As a business owner and resident impacted by the bypass I strongly disagree with the 'C' option for Coit road to FM 1827. Option 'D' is preferred.	Andrew	Sisson	3866 CR 405	McKinney	Texas	75071	[REDACTED]		
2/16/23 23:54	no to segment C!!!! Catastrophic, stupid, nonsensical. do the right thing					Texas				
2/17/23 0:00	I am very against route C. It makes no sense. It displaces too many established ranches. It's very much against McKinneys, "Unique by nature" motto. Go with route D	Rebecca	Easterwood	2500 FM 2933	mckinney	Texas	75071	[REDACTED]		
2/17/23 0:08	I am here to oppose option C and support option D for the following reasons D was the proposed option that made the most sense. C Divides peoples property especially residential and farmland. C damages forests which Collin County is beginning to run low on. C disturbs wetlands and will have flooding be an issue. C is short sighted for the amount of growth coming to this area. Please do option D.	Clint	Tenney	2912 Ellsworth Ave	Melissa	Texas	75454	[REDACTED]		
2/17/23 0:09	OPPOSED TO SEGMENT C: I live in the Willow Wood community and moved there specifically to get away from all the crazy highway and city chaos. Segments C will run along the southern edge of our community, resulting in more traffic noise and pollution in our area. Segment C will also destroy many homes & business's of our neighbors in the southeast. Segment D would be less destructive with a route that would follow the largely unpopulated flood plain that flows directly south to the existing US 380.	Renee	Francis	1309 Putman Drive	Mckiney	Texas	75071	[REDACTED]		
2/17/23 0:12	I am opposed to the C route. Under no circumstances would I support the C route unless there is a change or compromise that would move the beginning of the C to move to the D route. Start it out on the East side of the airport but then move it half mile to mile down to the D route.	David	Bruce	2118 CR 338	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:13	Project C and D should be removed and reworked so that the new 380 would run straight between bypass one and bypass two. the dip down to the existing 380 created by both project C and Project D is a waste of money/resources that creates unnecessary interchanges that will cause congestion and grid lock.	Steph	Potter	2662 CR 406	Mckinney	Texas	75071	[REDACTED]		

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2/17/23 0:13	i am against route C as it interferes with the nature and surrounding ranches that have flourished on this land for generations. Route D goes through a flood plane and does not disrupt the surrounding enviroment so catastrophically. The correct path forward is obviously NOT C!	Rachel	Smith	2200 Heather Hill Ln	Plano	Texas	75075	[REDACTED]		
2/17/23 0:14	I strongly oppose Route C, it will destroy too much wildlife and ranches and property. Please please go with Route D, which goes through a floodplain and will not disrupt the wildlife, people, properties and their businesses that have been there for generations.	Heather	McCauley	2200 Heather Hill Lane	Plano	Texas	75252	[REDACTED]		
2/17/23 0:15	Please do not build this freeway. This is going to destroy all of the natural animal habitats behind our house. There does not need to be another highway built. We moved to McKinney because it's "about nature" but what you are doing is destroying McKinney's slogan. You are endangering the habitat of hawks, rabbits, skunks, etc etc etc. We do not want your highway!!!					Texas		[REDACTED]		
2/17/23 0:16	Regarding "C" versus "D", either will be an absolute catastrophe' for all involved. Neither C nor D should exist at all! The two bypasses (McKinney and Princeton) should connect without rejoining the existing right of way. Creating the short segment between the bypasses is an active decision to build a nightmare of a bottleneck with little to have gained from doing so. Further once the bottleneck is created and inescapably accidents or issues occur in the short segment - there are absolutely no reasonable alternate routes so the effect will be severe. Granted there is no alternate route today, but after spending millions if not billions why not have an improvement as opposed to making it worse. The effect on me personally is farther East in the Princeton bypass (near CR 406) but whether it affects me directly or not - the idea of TWO bypasses when ONE WILL DO is not reasonable to my thinking.	Tom	Potter	1706 San Jacinto Dr	Allen	Texas	75013	[REDACTED]		
2/17/23 0:18	Option c would affect front half of my property which we used to provide for our animals. There are various species of migratory birds that will be affected as well. The drawing has changed from previous and is shifted entirely towards our property leaving the other side completed untouched. We are only one of few farms left. With the focus on more home grown, local products, it defeats the purpose of having a major highway going thru our farm. Other point i would like to make is the future traffic from McKinney going east. With increasing population, it would bottleneck on 1827 so it would defeat the purpose of this since we will be back to square one. I do not think any options are ideal for the amount of people and traffic that is and will be in the county. Just as Dallas had to revamp 635 and 75, this is something that requires more than 5-10 year projection. If there was a decision that need to be made, option d would be a better option since it effects less people and farms.	Rachana	Patel	2516 FM 2933	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:19	I oppose route C, and prefer section D as the alternative. Our friends and family are going to lose their home and ranch. They have young children and will be homeless. These are people that have lived in McKinney for several decades or their whole lives and contribute tirelessly to our community. They host bible studies, provide therapeutic visits for children, especially those with special needs. We appreciate you seeking out our feedback and hope and pray that our voices are heard. Section D would displace far less residents and businesses. I implore you to base your decision on the value that will be added to the entire McKinney community in the long run rather than the most base economical option.	Tiffany	Hand	2172 CR 338	McKinney	Texas	75071	[REDACTED]		

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2/17/23 0:20	<p>I am voicing my concern towards Segment C - vs not choosing Segment D - there are various factor missed on segment C - where it states residences that effects segments - matter of fact there are lot more than listed residents that effected by choosing segment C - matter of fact when study suggests that segment D is more faster and also improving wetland (contrast there are lot more wildlife on segment C which seems to be missed by your study) - there are about 8 residents specially on Roll 12 that choose by study that missed why not adjust roll 12 to more east-side is completely another argument (otherside is not even touched because it's owned by prominent well known Glaciers) - segment C was completely opposed by texas wildlife and preffred segment D. ) Overall when Segment C effects more people and more businesses - reasons provided was it would cost less - when making decision smaller and better/faster segment D is more faster and less time consuming for traffic.</p>	Dhruv	Patel	2516 FM 2933	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:21	<p>I am opposed to segment c. It cuts thru our property next to our new house destroying our homestead. We were told the segment D was the route Tex DOT would use. Now they lie about a fesability study rather than going with the initial assesment approved by Texas Parks and Wildlife and the people who live in the community. This segment will destroy a wildlife habitat and multiple homesteads. Please don't lgo with segment C</p>					Texas				
2/17/23 0:24	<p>I strongly support the original diverging diamond interchange (DDI) schematic for the Custer Rd and future US380 interchange. While the proposed design change reduces ROW impacts, the high throughput of the DDI will "future proof" this intersection.</p> <p>Custer Rd serves as a major North-South travel corridor for those in between US-75 and Preston Rd. I work in McKinney (commuting from further South) and Custer Rd is a very useful option for North-South travel.</p> <p>Having driven through DDIs elsewhere in Texas, I am a firm believer in their use for allowing high throughput on the cross street. With the nearest traffic light a half mile to the South, this should be the ideal location for a DDI.</p> <p>Keeping the original schematic for the DDI may greatly relieve future strain on what likely will be a busy interchange between Custer Rd and the proposed US380.</p> <p>Thank you for your consideration.</p>	Daniel	L.	1724 Sacramento Ter	Plano	Texas	75075	[REDACTED]		

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2/17/23 0:24	Build the North Collin County Bypass NOW and scale back this Proposal to needed improvements to 380 and avoid the serious impact to Residents and Businesses along the proposed route. We do not need an 8 lane Interstate style Highway feet from family homes in established communities. Many of the commercial and private vehicles on this road use 380 as a primary route East and West between I-35 in Denton and I20 near Greenville. The future proposed Northern Collin County bypass similar to 121 is the best solution now rather than this proposal. Many currently drive miles to reach the Dallas North Tollway to avoid congestion on local roads when driving North or South to or from Frisco, Plano, and Dallas Thus the argument that drivers will not drive a few miles out of their way to use a dedicated Bypass with no traffic lights and local congestion falls flat. Unfortunately in this proposal everyone loses and Taxpayers are only left with a Political or Legal solution.	William	Campbell	7208 Ripley Street	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:30	The significant concern I have is the logic for Segment C rather than Segment D. From speaking with Mr. Endres and Collin County officials, construction "cost" and the recommendation from the City of McKinney have been noted as the rationale for Segment C. Segment C is not in the City of McKinney, nor are the property owners impacted by C represented by the City of McKinney. While the "cost" of Segment D is ESTIMATED to be less than Segment C, you are not factoring in the tangible costs to the landowners and citizens that are directly impacted by Segment C. Segment D would clearly meet the stated need of the BYPASS with considerable less loss and cost to the Citizens of Collin County. Please change your recommendation back to Segment D, which was the prior recommendation. The voices of the Citizens who are directly impacted by Segment C should have more weight with TxDOT than the City of McKinney seeking to increase its tax base.	Chet	Fisher	1728 Private Road 5042	McKinney	Texas	75454	[REDACTED]		
2/17/23 0:30	We are very concerned about the large number of families who would be displaced by Segment C when Segment D would impact far fewer homes. Segment C would also adversely impact much more forest land than Segment D.	John	Hancock	611 Uvalde Ct.	Allen	Texas	75013	[REDACTED]		
2/17/23 0:38	Segment C would be an utter catastrophe and frankly not only would displace hundreds of Texans, but will also displace and adversely affect wildlife. From not only the variations of animals/livestock on private property, but also the many fish, roadrunners, coyotes, birds, snakes and rodents that call the area home. The metroplex has been bustling and is starting to become so dense and congested, that adding another highway and displacing residents that have contributed to the conservation of the land would be an utter failure and would frankly go against every value that the state of Texas has used to identify itself since its inception. Segment D, not only affects less homes/businesses, but also has the least amount of impact on wildlife and allows more families to remain whole and spread the joy of sharing their land/life with others for generations to come. Blood, sweat and tears have gone into each parcel of land, dont let money, greed and bullish ways destroy it.	Jack	Moore	2804 L Don Dodson Dr	Bedford	Texas	76021	[REDACTED]		

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2/17/23 0:38	The nature in McKinney is beautiful and something I have always admired as I grew up in a busy crowded city. C will damage one of the largest remaining forests in central Collin County, and 71% more acres of forests and woodlands. There are threatened species that will have their homes disturbed. Not only are these species homes threatened, many families who have worked hard to build their life on their land will lose their homes. Choosing C would be an absolute catastrophe.	Carolyn	Wilganowski	2101 Proctor Drive	Grand Prairie	Texas	75051	[REDACTED]		
2/17/23 0:40	I oppose C due to the effect of the number of residences and businesses. Also, the amount of damage to the forest and woodlands. I support the Texas Parks and Wildlife and they are opposed C.	Andy	Sanders	4809 Plantation Lane	Frisco	Texas	75035	[REDACTED]		
2/17/23 0:44	I oppose route C parcel 403, and prefer route D. Route C destroys my home that my family has lived on since 2011. It displaces my parents out of their house as well as the horse rescue they own. Many people and animals will be affected in this route C option. Many more residents will be displaced with this option as opposed to route D.	Jennifer	Swim	2172 CR 338	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:44	I totally opposed the recommended section C of the proposed route. It will destroy many more homes, farms, ranches and businesses not to mention destroying more forest and wetland. The alternative D had very little to no public opposition and utilizes mostly flood plain and farm land making it much less disruptive to the community. While D might cost more to build, it disrupts far fewer humans and less irreplaceable forest land. Please choose people over dollars!!	Valinda	Bruce	2118 County Road 338	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:49	My home located at 5300 Grove Cove Dr. McKinney, TX backs up to segment E. I was told a noise barrier would not be erected to protect our home from noise pollution. I strongly disagree that we will not be impacted by noise. We currently can hear vehicles both in our backyard and from inside our home. A sound barrier needs to be considered to reduce the increased noise pollution this project will cause. I'm also concerned about the impacts of the emissions from vehicles and the dust from construction. My husband and I recently had a little girl and I'm concerned about her playing outside in our backyard when construction starts due to dust and debris. I look forward to working with you to find solutions to these issues.	Emily	Falk	5300 Grove Cove Dr	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:52	I would like more information on the sound mitigation occurring on Segment E south of the Erwin Park area that affects the Timber Creek subdivision. While my property does not directly border the project, I am less than .3 miles and am extremely concerned for the noise impact. I have reviewed the noise abatement strategies offered at this meeting. I respectfully request at minimum a call to understand further the impact to what is currently a 2 year old home and to understand how to request additional abatement. Thank you.	Lori	Smeby	2940 Greenhigh Ln	McKinney	Texas	75071	[REDACTED]		
2/17/23 0:52	We support keeping 380 on 380 through Prosper	M	BD	4040 Teton Pl	Prosper	Texas	75078			

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2/17/23 0:53	As a McKinney resident, I am very concerned about the preferred project segment C for the US 380 EIS Project. I strongly oppose segment C and kindly ask TXDOT to pursue segment D instead of C. Segment C will have a much greater negative impact on our community. It will affect and displace more homes businesses and community resources than segment D. In addition, segment C damages one of the largest remaining forests in central Collin County, destroying 71% more acres of forest and woodlands than segment D. I understand segment C is strongly opposed by Texas Parks and Wildlife. Finally, segment C will have worse traffic performance with lower traffic capacity, longer travel times, slower speeds, and more elevation changes. It seems the only benefit to segment C is the cost. I firmly believe the costs does not justify the other negative impacts to the community.	Jason	Woodward	6004 Old South Ct	McKinney	Texas	75072	[REDACTED]		
2/17/23 1:01	<p>Our family is in opposition of section C, we fully support of section D as the preferred alternative. We are raising our young children on a 24 acre family ranch with horses, donkeys, and cows. If TxDOT chooses section C, specifically parcel 403, it will demolish our home where we have two children, our son is 11 months, and daughter is 5 years old. We have family gatherings on the property, we host bible studies, and we had planned to raise our family here.</p> <p>We are not the only family directly affected and displaced, when you look at sections C and D side by side, you will see that 4 times the residents and businesses are affected if route C is chosen. We all know roads can be built over flood planes, I know this is more expensive, but it's not right to choose C over D because of the flood planes and cost alone. Which is what it looks like you are basing your preference on.</p> <p>I will be sure to follow up with an email because I've used my allotted characters.</p> <p>Johnnie Howell</p>	Johnnie	Howell	2172 County Road 338	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:04	How was the segment matrix analysis weighted in comparing Segment A and Segment B? Segment B cost less than Segment A and if I remember correctly from a previous version of this presentation Segment B is safer than Segment A in terms of future predicted accidents and fatalities. Also, why was this important safety information omitted from this current version of the presentation? Or did I miss it? Segment B would displace 0 businesses verses 15 businesses displaced by Segment A. The other evaluation categories seemed comparable between Segments A and B. I do not understand how you could select Segment A given the evaluation criteria cited. Also, if Segment A is ultimately approved additional noise barrier walls should be built to dampen the noise on the Tucker Hill side. Thank you. Sincerely, Joseph Miller	Joseph	Miller	2705 Majestic Avenue	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:06	Ref: Section A - I think alternative route B should be chosen. The currently preferred route A leaves this section too narrow and doesn't support much future growth. It is still limited. The preferred option A requires people to travel farther on this narrow section until the bypass goes north at Ridge road. US380 is currently a mess and utilizing preferred option A continues several miles of the mess that can't be fixed. This will continue to e a bottleneck in the future even after the project is completed	Dale	Bai num	3541 Heritage Trail	Celina	Texas	75009	[REDACTED]		

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2/17/23 1:07	We see that Erwin Farms has proposed noise barriers and looking at the proposed route C on Bloomdale there are no noise barriers for the Heatherwood subdivision on the south side of the proposed route between Lake Forest and Ridge. We strongly recommend sound barriers for this portion of the road to benefit our residents and quality of life.	Gary and Beth	Hatch	3112 Maplewood Drive	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:07	I am writing to strongly urge you to choose Segment D (NOT Segment C). Segment C will truly be catastrophic to our community, families, businesses, and to our natural habitats and woodlands. Segment C displaces far more families than D. It will destroy the property of 29 residences, more than four times the number of affected properties with Segment D. Some of these residences along Segment C serve the community with church meetings. The ripple effect will be felt far and wide. In addition, over three times the number of businesses will be affected with Segment C than D. Furthermore, Segment C damages one of the largest remaining forests in this part of Collin County. This is so devastating that Texas Parks and Wildlife prefers Segment D. And finally, Segment C has worse traffic performance, including lower traffic capacity, longer travel times, slower traffic speeds, and more elevation changes. In conclusion, all the signs point to Segment D being the only and most logical choice.	Jami	Woodward	6004 Old South Court	McKinney	Texas	75072	[REDACTED]		
2/17/23 1:21	Segment C would greatly interfere with my daily commute. I live about half a mile north of 380 right at New Hope rd. I will have traffic at my doorstep ALL day. I would like segment D to be approved.	Diego	Valadez	630 W New Hope rd	Mckinney	Texas	75071	[REDACTED]		
2/17/23 1:23	We live in the Kensington neighborhood of Stonebridge Ranch, which is directly off of 380. We noticed you did not choose Option B, which would have had much less impact on businesses, homes and nature/wetlands, and would cost millions less...which doesn't make any sense at all why you all didn't choose B over A. However, we are now asking that you do NOT go with the Inset C: Alternative Design. Our street is literally Freedom Drive and the Alternative Design appears to make an exit directly onto Freedom Drive...which is insanely awful. So, if it matters at all to you who don't live in McKinney or anywhere near Freedom Drive, please do not go with the Inset C: Alternative Design.	Christine	Bodin	1713 Freedom Drive	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:24	My family and I live in Kensington Ranch which is directly off 380/University Drive. I'm opposed to Inset C: Alternative Design Segment A where the access road (in purple) from the new 380 runs directly in front of my street to connect to the old 380/University Drive. I believe this will lead to more traffic off of Freedom Drive than the proposed A segment.	Jeff	Bodin	1713 Freedom Drive	McKinney	Texas	75071	[REDACTED]		

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2/17/23 1:24	<p>I am writing to oppose segment "C" and in favor of segment "D."</p> <ul style="list-style-type: none"> <li>- C divides residential farming / ranching communities</li> <li>- C affects and displaces more residences (29 vs. 7) businesses (15 vs. 4) and community resources (7 vs. 0)</li> <li>- C damages one of the largest remaining forests in central Collin County</li> <li>- C destroys 71% more acres of forest and woodlands</li> <li>- C disturbs wetlands and suitable habitat for threatened species (per TXDOT)</li> <li>- C is strongly opposed by Texas Parks and Wildlife</li> <li>- C has worse overall traffic performance</li> </ul> <p>Spur 399 can connect equally to segment C or D</p> <p>My Daughter and grandson's home is destroyed by the current route as is my wife's horse rescue operation.</p> <p>I own three properties affected: 2150, 2172 and 2280 County Road 338.</p> <p>Please do the right thing for property owners, businesses and the wetlands and choose segment D.</p> <p>Michael Swim [REDACTED] (214) 673-5439</p>	Michael	Swim	2150, 2172, 2280 CR 338	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:24	<p>We oppose route C as it takes more ag land from farmers and ranchers than the alternate route, D. However, both routes will merge and dump a tremendous amount of traffic in Princeton, which just moves the problem further east. There should be a continuous northern route that encompasses Princeton as well. These routes also forget entirely the city of New Hope, which will now become an island with no clear way of entering or leaving the city. It will eventually erase this small paradise in Collin County. McKinney is no longer unique by nature....there is no more nature, and we are becoming Plano.</p>	H	Norton	3680 Billy Ln	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:25	<p>We thoroughly oppose the Segment C! My house and property has been there for 56 years. I still live in the same house. We wanted to pass it on to one of our Sons. I grew up in the country, could not even imagine living in the city with a house 10 feet away from mine. We were in the process of planting grapes for a vinyard, already dug the pond and found out about the Catastophe coming directly through our house. We will lose everything we have been building for years. Please come up with a different Route to save our beautiful country side.</p>	Lynne	Hascal	1892 Peacock Trail	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:25	<p>I consider Segment C is going to be a catastrophe segment since is going to destroy a wildlife and nature, when we move to our house we considered the city was going to grow toward us but this way. Considering traffic and not a peaceful environment for our family.</p> <p>We Support Segment D considering this would save forests and woodlands.</p> <p>GO SEGMENT D!!!</p>	Karla	Degollado	630 W New Hope Rd	Mckinney	Texas	75071	[REDACTED]		
2/17/23 1:30	<p>I against C. I prefer D.</p>	M	Adams	4501 Meadow Hill	McKinney	Texas	75070	[REDACTED]		



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2/17/23 1:30	I'm against C and prefer D.	Gretchen	Adams	4501 Meadow Hill	McKinney	Texas	75070	[REDACTED]		
2/17/23 1:37	Hello My name is Lori Swim I live at 2280 CR 338 Mckinney TX 75071. I oppose segment C. You will be damaging one of the largest remaining forests in central collin county. you will destroy 71% more acres of forests and woodlands. You will destroy our horse and animal rescue. You will take away from children with disabilities by disrupting our open and free property to come to. You will be destroying a home on our property which daughter and grandchild live in. You will be destroying barn with living quarters. You will be destroying our hay field, and eliminate acres for our rescue horses to run. Most importantly you will be destroying our family legacy. I have put my blood sweat and tears into this property along with my husband Mike. We are devastated beyond belief. Please choose another pathway. Thank you, Lori Swim	Lori	Swim	2280 CR 338	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:41	Segment C affects a much greater number of residents and has a major impact to one of the largest forested area in central Collin County.  According to the TxDOT presentation, Segment A was selected due to its minimal impact to residences and future development. Segment D should be selected for the same reasons.				MCKINNEY	Texas	75071			
2/17/23 1:45	Hi, I live at 5101 Pinewood Drive in McKinney, TX 75071  I am commenting to say that our neighborhood and area is very quiet off of Lake Forest. There are not many people who travel that road that do not live in the area.  Building the 380 bypass would increase traffic on Lake Forest, especially if Hardin does not connect to the bypass. I am in disagreement that the 380 bypass is built this close to the Heatherwood subdivision -- especially without noise retainer walls, which is a must for us. I am suggesting that 380 go further north, such as following the Collin County Outer Loop that is not completed for some reason.	Magan	Tyler	5101 Pinewood Dr	McKinney	Texas	75071	[REDACTED]		
2/17/23 1:53	I support route D 100% I protest the selection of C as it is a much larger negative effect on Humans, Wild life, forest, woodlands, Mother Nature, Mother Earth. D only effects a few RENT HOUSES and modular homes on little pieces of land as it appears to me.  Segment A was selected due to its minimal impact to residents and future development. Segment D should be selected for the same reasons.	gary	Sanders	2500 fm2933	mckinney	Texas	75071			
2/17/23 1:57	Just say NO to the 380 bypass!!! This is a political move and does not take residents into account for either McKinney or Prosper. Stop trying to force your political agenda for additional tax revenue.	Maria	King		Prosper	Texas	75078			
2/17/23 2:01	It's too late to build the bypass along the current proposed route. If this was the plan it should have been built years ago. Time to not be so short sighted and look north where things aren't built up. This proposed plan doesn't just impact the land and businesses you are cutting through but there will be such an impact from all of those who will suffer the noise disturbance on a daily basis. NOT Disturbing current residents should be top priority. Prosper and McKinney have made it crystal clear they do NOT want the bypass. Stop proposing it!	Sara	Alston		Prosper	Texas	75078			

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2/17/23 2:03	NO bypass in Prosper!!! Stop your political agenda. TXDOT has wasted so much time trying to find alternatives for a route that should have been built years ago. Too late, move on! GO NORTH!	Douglas	Clark		Prosper	Texas	75078			
2/17/23 2:38	Option B should be THE option chosen and not option A because: -The purpose of a bypass is to bypass the congested areas not slam into them. -Just because Prosper opposes doesn't mean it should be followed. Educate them that an outer loop can spur further growth. -The movement from westbound 380 arterial to westbound 380 frontage road/freeway will be backed up continuously, not everyone will take the freeway at multiple points in McKinney.	D	G			Texas				
2/17/23 2:52	Roll 13, inset G.  I am concerned with access to my neighborhood during and after this project. Access to the Stickhorse estates and CR1084 is very limited already. The access off of CR330 is very poorly conceived, especially in context of this and the other Princeton segment coming together right at the single entrance to the neighborhood. It requires an unprotected left turn across 3 lanes of traffic right at the start of the new segment C, where traffic will be accelerating. It also removes the pseudo-protected turn option that is currently available on the western entrance to CR330 (thanks to the recent stop light added for the construction dump to the south).  An east bound frontage road lane, north of 380, connecting 1827 and CR330 would greatly simplify access to a neighborhood that has at least 30 residences, and numerous small businesses, and ensure reasonable access to the neighborhood throughout construction, with minimal additional displacement impacts.	Kevin	Baumgarten	2489 cr 1084	McKinney	Texas	75071	██████████		
2/17/23 3:06	Please keep 380 on 380. No need to ruin existing establishments.	David	Adams	1700 gentle way	Prosper	Texas	75078	██████████████████		
2/17/23 12:24	As a Collin County resident, I support the Brown Alternative (segments B-E-C) also publicly-supported by the City Council of the City of McKinney. In my view, this alternative will be the best in terms of a solution that will be workable many years longer in this high-growth area of the State of Texas than the A-E-C alternative, involve only marginally more property owner displacements while allowing for a faster commute through the area for the tens of thousands of vehicles that will use this. Please reconsider and select the City-preferred alignment of B-E-C. Thank you for your consideration.	GR	M	PO BOX 2465	Mckinney		75070	██████████		
2/17/23 13:43	TxDOT has it right....no McKinney by-pass through Prosper. For years, the town has said no and I presume people understand that no-means-no. So, No McKinney by-pass through Prosper means "NO MCKINNEY BY PASS THROUGH PROSPER". Thank you for siding with TxDot. They have it right.	Barbara	Crouch	4310 Whitley Place Dr	Prosper	Texas	75078	██████████████████		
2/17/23 14:16	No McKinney biomass through Prosper! Come on txdot. Hold McKinney accountable. We need to keep 380 on 380 and leave Mane Gate PISD schools, Founders, and the Prosper families alone.	Rajiv	Nayar	3721 glacier point court	Prosper	Texas	75078	██████████		
2/17/23 15:11	Please keep 380 on 380 at least thru Prosper.	Mary	Spaulding	2310 Reflection Ln	Prosper	Texas	75078	██████████████████		

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2/17/23 16:12	Two years ago TXDOT was in support of segment D... Now all the sudden they have switched to C. Its not right that TXDOT should be able to take peoples land supposedly for the good of a few. Segment D effects a handful of people and segment C effects 100s of people and animals. Maybe not directly but the road is right in there front yard.	Joseph	Gebbia	3983 CR 331	McKinney	Texas	75071	[REDACTED]		
2/17/23 16:28	Yes we are encouraged that the proposal is to keep the 380 on the 380 through Prosper. Please keep the 380 where it is through the town of Prosper. Thank you	Linda	Cochran	2731 Meadowbrook Blvd	Prosper	Texas	75078	[REDACTED]		
2/17/23 16:30	This farm has been in my family since 1955. I have not kept it all these years so an 8 lane highway could go through my property. People sitting in traffic at rush hour is normal and not my problem. So many more business and homes are effective on segment C then on D.	Martha	McDowell	3983 CR 331	McKinney	Texas	75071	[REDACTED]		
2/17/23 16:58	I have reviewed the "preferred alternative" proposal and have determined that I'm in favor of this option. I'm a 31-year resident of McKinney and have seen enormous growth and development in that time. In fact, I think we are "late to the table" from a timing standpoint. I say let's get on with it. Taking too much time!	Kenneth	Lyday	105 Forest Ln	McKinney	Texas	75069	[REDACTED]		
2/17/23 17:17	NO TO C Effects too many people and businesses	S	A		Anna	Texas	75409	[REDACTED]		
2/17/23 17:21	No to C as it will affect more home owners and businesses.					Texas				
2/17/23 17:34	I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance. Thank you, Thais Swim	Thaís	Swim		Dallas	Texas		[REDACTED]		
2/17/23 17:35	"I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.	Kristi	Sherman	1122 wedge hill rd	Mckinney	Texas	75072			

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2/17/23 17:43	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ul style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D.</li> <li>3) section C will displace 4X the businesses compared to Section D.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife.</li> <li>7) Section C also has worse traffic performance. Regards,</li> </ul>	Diane	Bednar	3701 Perkins Lane	McKinney	Texas	75072	[REDACTED]		
2/17/23 18:09	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ul style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D.</li> <li>3) section C will displace 4X the businesses compared to Section D.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife.</li> <li>7) Section C also has worse traffic performance.</li> </ul> <p>Thank you, Kathryn Shunn</p>	Kathryn	Shinn	2512 Piedra Dr.	Plano	Texas	75023	[REDACTED]		
2/17/23 18:10	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ul style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D.</li> <li>3) section C will displace 4X the businesses compared to Section D.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife.</li> <li>7) Section C also has worse traffic performance.</li> </ul>	M	W	3202 Vermont Ave	McKinney	Texas	75070	[REDACTED]		
2/17/23 18:20	No 2 C					Texas				
2/17/23 18:31	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ul style="list-style-type: none"> <li>1) Section C will displace 4X the residents and businesses compared to Section D.</li> <li>2) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> </ul>	L	Knight		Allen	Texas	75002			

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2/17/23 18:45	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ul style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D.</li> <li>3) section C will displace 4X the businesses compared to Section D.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife.</li> <li>7) Section C also has worse traffic performance.</li> </ul> <p>We have had family gatherings and our church life group at this local property.</p>					Texas				
2/17/23 18:53	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ul style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D. So it doesn't even make sense on this fact alone!</li> <li>3) Section C will displace 4X the businesses compared to Section D. Again same as above.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. It's incredibly selfish to purposely ruin ANY remaining forests we have left in the county.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife. Same reasons above!</li> <li>7) Section C also has worse traffic performance. I mean the worst!!! Why would you even consider making traffic more congested.</li> </ul>	Mia	Redd	150 Arbordale Way	Princeton	Texas	75407			
2/17/23 20:54	<p>This bypass impacts many more homes than just those you are cutting through. All the neighborhoods that are near 380 would see significant decrease in value due to noise and disturbances from this bypass, Particularly in Prosper. This can't just be about dollars and cents. It needs to be about the people of Prosper who will be negatively impacted. I see a lot more negative than positive from the bypass.</p>	Alyssa	S		Prosper	Texas	75078			
2/17/23 21:52	<p>I am still very strongly opposed to Alt A vs Alt B.</p> <p>Alt A has a more significant impact on the La Cima community at Stonebridge.</p> <p>Alt A is more expensive.</p> <p>Alt A will significantly decrease property values for current residents, not future residents. Future Prosper residents can see the highway before they buy and make an informed decision. Current residents are having property values reduced without due process or compensation.</p> <p>The current design for the Custer intersection is dangerous and also prohibits east-west traffic on the access roads.</p> <p>This alternative provides no real benefit to this community, just disruption, noise, visual impact and inconvenience, and destruction of our right to a peaceful existence.</p>	Frank	DeLizza	1601 Stratford Pl	McKinney		75071			

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	We are current McKinney taxpayers, not Prosper future taxpayers or developers.									
2/17/23 22:59	We are encouraged that the EIS recommendation is to Keep 380 on 380 through Prosper! Prosper is a committed regional transportation partner and we have done our best to plan for this expansion on it's current path through town.	Matthew	Mitchell	1621 Lonesome Dove Drive	Prosper	Texas	75078			
2/17/23 23:29	I am still very strongly opposed to Alt A vs Alt B. Alt A has a more significant impact on the La Cima community at Stonebridge. Alt A is more expensive. Alt A will significantly decrease property values for current residents, not future residents. Future Prosper residents can see the highway before they buy and make an informed decision. Current residents are having property values reduced without due process or compensation. The current design for the Custer intersection is dangerous and also prohibits east-west traffic on the access roads. This alternative provides no real benefit to this community, just disruption, noise, visual impact and inconvenience, and destruction of our right to a peaceful existence. We are current McKinney taxpayers, not Prosper future taxpayers or developers.	Frank	DeLizza	1601 Stratford Pl	McKinney	Texas	75071			
2/17/23 23:42	No to "c". Too many homes. Option D					Texas				
2/17/23 23:50	To TXDOT:  I firmly oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.  Sincerely, Melinda Atienza Frisco, TX	Melinda	Atienza	4171 Freedom Ln	Frisco	Texas	75033			
2/17/23 23:56	Attachment	M	H	406 e Hazelwood st	Princeton	Texas	75071			

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2/17/23 23:56	I am still very strongly opposed to Alt A vs Alt B. Alt A has a lower level of service and higher travel time than B A costs \$200 Million more than B, That's \$200 million of our tax dollars. I thought TXDOT was supposed to be good stewards of our money. There are many current noise receptors in A, not potential future noise receptors, Noise mitigation measures in A are inadequate and do not address the whole problem. The noise issue is a whitewash at best, B favors developers, not current residents and taxpayers. A has significantly less impact on wetlands, forests and grasslands and statewide important farmland In 48 years of engineering I have participated in many DEIS and EIS projects and never seen one favor developers as much as this.	Frank	DeLizza	1601 Stratford Pl	McKinney	Texas	75407			
2/18/23 0:13	No to section c					Texas				
2/18/23 0:20	It saddens me that for 4 million dollars you are willing to disrupted so may lives. We did not buy land in the country to have it taken away by TXDOT because they failed to plan ahead for population growth. People choice to live where they live, they chose to work where they work, now live with your choices. During COVID there was no traffic... most of us live and work on our property or are retired we don't need an 8-lane highway. I'm not sure why the sudden change after two years? I'm unclear about 4-lanes going into 8-lanes and back into 6 lanes is going to help...sounds like you have created 2 new problems. I'm not sure why your worried about 100-year flood plain... the water will still come. It is so obvious that segment D is the better choose for all the people.	Susie	Miles	3983 CR 331	McKinney		75071			
2/18/23 2:01	Our community is in support of Segment A as logical and reasonable.  In regards to the Custer / 380 intersection, the proposed change for a traditional intersection is preferred over the current "rope weave" concept. However, we ask that you consider additional turn lanes as there is a substantial amount of traffic that turns from Custer Road to 380 (to travel both west and east on 380).	G	M	1141 Three Rivers Drive	Prosper	Texas	75078	██████████		
2/18/23 12:55	Preference is for option A. It is inconceivable to me how Texas has so poorly planned for know growth coming. This clearly should have been addressed 20-30 years ago. Not now !	Jeffrey	Smith	1320 Monticello	Prosper	Texas	75078	██████████		
2/18/23 14:23		Gordon	Crowe	19C Grindstone Dr	Prosper	Texas	75078	██████████		
2/18/23 15:23	Please approve segment A. I live on north Custer Road and support the blue proposed alignment.	R	O			Texas				
2/18/23 15:52	Thank you for choosing the only real solution to US380, using sections A, E and C, and leaving US380 on the current alignment through the Town of Prosper. This leaves Mane Gait largely unaffected as it should, allowing them to provide the critical services they are known for. I am disappointed the diamond interchange at Custer and 380 has been changed to "standard" intersection, but I do understand the reasoning behind the change. I think the diamond interchange would be a "futuristic" feature of this project that brings increased safety over a standard intersection. Thank you.	Brian	Shaunessy	15B Rhea Mills Cir	Prosper	Texas	75078	██████████		
2/18/23 16:32	6 lanes on 380 in Prosper is more than sufficient. No need for people to drive any faster on this road which is already dangerous. The community does not want the road to be any larger than it already is. There should	Marty	K		Prosper	Texas	75078			

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	be more lights just like in McKinney. They have made 380 great for residents. Keep it as is as slow it down.									
2/18/23 17:55	I believe option "A" best choice for bypass around McKinney	Charmyne	Crowe	19C Grindstone Dr	Prosper	Texas	75078	[REDACTED]		
2/18/23 18:54	I support the blue alternative that is currently the "preferred" schematic shown. Thank you for keeping 380 on 380 through Prosper and protecting ManeGait.	Rebekah	Cooksey	2101 Palo Duro Dr	Prosper	Texas	75078	[REDACTED]		
2/18/23 23:39	Prosper has planned for the expansion of 380. Prosper should not have to pay for the mistakes of McKinney. We are a smaller city than McKinney and we have less land to utilize for the best interest of Prosper. We have areas that need to be protected for the best interest of the community as well. The Bypass would wreck the future plans of said land. Please keep the bypass East of Prosper.	Heather	Powell	711 Cherrywood Dr	Prosper	Texas	75078	[REDACTED]		
2/19/23 5:11	Please keep 380 as 380 We don't want to see any homeowner or farmers displaced	Sandra	Ritten	620 Livingston Drive	Prosper	Texas	75078	[REDACTED]		
2/19/23 15:02	I totally support the latest plan proposed by TxDOT as shown in its fly-over video. <a href="https://www.youtube.com/watch?v=uRYj_BgIHlo&amp;fbclid=IwAROp_CBZeeHy7-DQfxCHyOjgEAfq-YW3f8iDPoJ_INVCSk2irSPSxdSO9N4">https://www.youtube.com/watch?v=uRYj_BgIHlo&amp;fbclid=IwAROp_CBZeeHy7-DQfxCHyOjgEAfq-YW3f8iDPoJ_INVCSk2irSPSxdSO9N4</a> It honors the Master Plan of Prosper Town Council and keeps the by-pass out of Prosper. It is minimum intrusion into McKinney as it goes north near Tucker Hill and then east above the Heatherwood subdivision. The plan (with an 8-lane Limited Access Roadway) should alleviate much of the traffic on Hwy 380.	Kenneth	Seguin	320 Yosemite Drive	Prosper		75078	[REDACTED]		
2/19/23 20:19	380 in Prosper should not be expanded. A new road north of Prosper should be built to accommodate the increasing traffic. By changing the current road you impact so many neighborhoods that are built up close to 380. All of your analysis just looks at where the road would be not the surrounding homes which is very short sited. The expansion needs to go North so it doesn't disrupt as many current home owners and businesses.	Jose	Ortiz		Prosper	Texas	75078			
2/19/23 20:22	The expansion of 380 in Prosper and McKinney should have been planned 10 years so. You all are way to behind to continue this project. Stop proposing reactive options and be more proactive and build the next highway where the land is open. What about Gunter? Celina? Both McKinney and Celina have been very vocal about the opposition of 380, move on, stop continuing to propose the same nonsense. We DO NOT want it!	Maria	Ortiz		Prosper	Texas	75078			
2/19/23 20:29	Section A - Total opposition! The expansion should continue along route E. Not in favor of it dropping back down to 380. Need a brand new alternative route further North.	Mark	Smith		McKinney	Texas	75078			
2/19/23 21:00	I am encouraged that the EIS Recommendation is to Keep 380 on 380 along its current footprint in the Town of Prosper. Thank you for listening to feedback from the Town of Prosper, Prosper ISD, and citizens of Prosper to Keep 380 on 380 in Prosper. The Town of Prosper is a committed regional transportation partner and we have planned for the 380 expansion along its current footprint.	Jill	Nugent	24 Grindstone Drive	Prosper	Texas	75078	[REDACTED]		



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2/19/23 21:08	Evaluating the noise impact of Alternative A based on a 60 mph speed is a fatal flaw. The geometry will support traffic at greater than 60 mph, and looking at the speeds on similar roads, speeds in excess of 70 - 75 mph can readily be anticipated. The noise impact study must be run at the higher speeds, not 60 mph. We can reasonably expect the posted speed limit to be raised to 70 mph given TXDOT's history in similar projects.	Frank	DeLizza	1601 Stratford Pl	McKinney		75071	[REDACTED]		
2/19/23 21:24	We are encouraged to see the EIS recommendation to Keep 380 on 380 in Prosper. Thank you for listening to public input to Keep 380 on 380 in Prosper.	John	Nugent	4840 Woodruff Lane	McKinney	Texas	75071	[REDACTED]		
2/19/23 21:41	I am encouraged by the EIS Recommendation to Keep 380 on 380 in Prosper. The depiction represents stakeholder feedback to Keep 380 on 380 in Prosper.	Mary	Nugent	4840 Woodruff Ln	McKinney	Texas	75071	[REDACTED]		
2/20/23 15:11	Why wouldn't you propose the 380 Bypass along the New Outter loop in Celina much more space and options without disturbing current residents and their lively hood. Leave 380 alone and slow it down with more lights and lower speed limit.	Peter	John		McKinney	Texas	75078			
2/20/23 15:20	I approve and support TxDOT's US 380 from Coit Road to FM 1827 in Collin County Project. I have reviewed the Draft Environmental Impact Statement for TxDOT's US 380 from Coit Road to FM 1827 in Collin County Project and I support the findings in the DEIS Document. I also approve and support the preferred build alternative for TxDOT's US 380 from Coit Road to FM 1827 in Collin County Project because the build alternative will result in fewer impacts to future homes.	Jackson	Hurst	4216 Cornell Crossing	Kennesaw	other	30144	[REDACTED]	I_could_benefit_monetarily_or_o	
2/20/23 15:26	Two comments:  Segment B is about a mile shorter than segment A. Either segment will impact homes, two for segment A versus five for segment B. Surely the cost of the three additional homes for segment B is significantly less than the cost of an additional mile of roadway construction.  Also, it's a bypass. Segment B bypasses more of existing US 380 than segment A.	Joe	Closs	1104 Royal Oaks Drive	McKinney		75072	[REDACTED]		
2/20/23 16:38	The proposed "Preferred Alternative A " is at least \$100 million more than 'B' . In what perversion of logic does a rich, politically connected former developer's horse ranch hobby dictate fiscal decisions? It was stated in TXDOT's own EIS that in no way did the 'B' alternative adversely affect the quality of life on the hobby ranch , but yet one entity was able to swing the the 'B' to 'A' based on the contention that somehow his horses would suffer? And this is worth \$100 million ?. Shame to all who caved in the this ridiculous notion! A concerted investigation into how this boondoggle has come to pass, and how the extra cost can possibly be allowed to pass.	Steve	Richardson	7600 Townsend Blvd	McKinney	Texas	75071	[REDACTED]		
2/20/23 18:37	As a resident of Tucker Hill subdivision in McKinney, my family and I strictly and overwhelmingly oppose the blue alignment which empties the new bypass next to our serene neighborhood and over Stonebridge Drive. This will have a negative impact on our air and noise pollution, and adversely impact our property values by placing freeway and service roads in front of and encroaching into our neighborhood. The alignment that goes north of Tucker hill through a virtually uninhabited areas and across fewer homes and business into the East side of Prosper would be the least disruptive option.	Stephen	Remington	7405 Townsend Blvd	McKinney	Texas	75071	[REDACTED]		

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2/21/23 2:03	Has TxDOT considered making 380 a 2-level highway? The lower level could handle local traffic for businesses, restaurants, and residences while the upper level would accommodate through traffic. For example, morning commuters wanting to drive from east of McKinney west to the Tollway could use the upper level to quickly commute west. There would be no traffic signals on the upper levels, similar to N Dallas Tollway. This approach would significantly minimize the number of properties that would be subject to eminent domain. The lower level would not disrupt businesses because they would not be bypassed and would still be accessible to local residents. There is already noise from 380, so adding a second level would not substantially increase noise along the 380 corridor. Noise abatement or remediation could be handled with berms and installation of evergreens such as cedars and hollies. Thank you for considering this option. A Prosper Texas homeowner	Edie	Fife	801 High Willow Dr	Prosper	Texas	75078	[REDACTED]		
2/21/23 13:54	no c affects more people and farm land	William	Dauria	14787 County road 525	Anna	Texas	75409			
2/21/23 19:55	I am firmly opposed to the Segment E location, that skirts the south side of Erwin Park. Having a 6 lane Hwy plus controlled access lanes will kill the Unique by Nature part of that park. It would no longer be a quiet, serene place. And it would also greatly disrupt the ecology of that area. A much better choice would be further north-along the existing plan for the Collin County Outer Loop.	Erick	Chapman	2928 Greenhigh Ln	McKinney	Texas	75071	[REDACTED]		
2/21/23 20:56	I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.	J	B			Texas				
2/21/23 21:28	Attachment	Duke	Monson	500 Farms Rd	Mckinney	Texas	75071	[REDACTED]		
2/21/23 21:52	As a resident of the Willow Wood community, I would like to express my interest in section D and oppose section C. Section D would have much less of an impact on the hundreds of residents in this area. Section C would come just below the southern edge of my property as well as many others here. We bought in this neighborhood for its country feel and would be devastated by a huge freeway that would be close enough to see!	Jeremy	Baker	4200 Linwood Ave	Mckinney	Texas	75071	[REDACTED]		
2/21/23 22:15	Blue is by far the best route.	Mark	Wilson	3B Rhea Mills Cir	Prosper		75078	[REDACTED]		
2/21/23 22:53	I am strongly against this bypass all together! Option D impacts less nature than Option C. I vote OPTION D!  The peaceful place we've worked so hard to get to, will no longer be peaceful. This bypass will uproot the homes of the deer, eagles, beavers,	Shannon	Baker	4200 Linwood Ave	Mckinney	Texas	75071	[REDACTED]		

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	owls and so many other animals that we are so fortunate to have in our backyards.									
2/21/23 23:05	I am a lifetime resident of Collin County and part of why I remain here is the access to our parks and forests. Please implement option D as originally planned and not C. C will really harm the largest remaining forests in Collin County. This will destroy over 100% more acres of prairies and over 70% more acres of forest and wetlands than C. This option will not only displace residents and businesses, but destroy habitats for beavers, otters, turtles, birds, frogs, and other wildlife at a time when we are all realizing their vital benefit to our ecosystem. We will lose a large hunk of the areas that make our county unique and the ability for younger generations to enjoy and learn from these areas and wildlife. I stand by Texas Parks and Wildlife when I say I am strongly opposed to option C and hope you will reconsider in favor of D as once this harm is done, it is non-reversible.	Rebecca	Cormier	5728 Lunsford Road	Plano	Texas	75024	[REDACTED]		
2/21/23 23:19	I would prefer D over C	stacy	gozzola	5960 Stacy	Mckinney	Texas	75070	[REDACTED]		
2/21/23 23:29	Gordon & Cathy Bius 14055 Red Oak Circle N  We are concerned about the escalation of highway noise, so we are requesting a noise barrier behind our addition, ie wall, etc.	Gordon	Bius	14055 Red Oak Circle N	McKinney	Texas	75071	[REDACTED]		
2/21/23 23:34	I would like to be in support of D. The tranquil barn Tara Royal that I stable my horse at is in peril of having route C placed in front of it. This would not be suitable for the horses or the hands that stay on property to take care of them. Please reconsider route D.	Lauren	Shadle	1508 Shady Bend Dr.	Mckinney	Texas	75071	[REDACTED]		
2/21/23 23:44	Alternative A is the best option in lieu of just widening 380 from 75 to west side of Town of Prosper. Least residential and commercial disruption to Town of Prosper. No impact on Main Gait. KEEP 380 on 380!!!!	Andy	Franco	1401 Meadow Run Drive	Prosper	other	75078	[REDACTED]		
2/21/23 23:45	I believe any displacement is unacceptable. In my opinion is the best option would be to make 380 a highway and make all feeder roads larger thoroughfares. There is enough room to make 380 a highway so why is this not an option? Also I do not see this proposal as helping the traffic issue on 380. I only see maybe 10% of the present traffic using this new highway. I am opposed to all of the present options.	Cynthia	Vanzant	5905 Stoltz Dr	McKinney	Texas	75071	[REDACTED]		
2/21/23 23:47	Based on the fly over video, there will be so many people affected by the preferred plan. New businesses around the Custer Road/380 intersection and then those to the east will be devastating. The impact to the community on either side of 380 around Tucker Hill and Stonebridge Ranch is tragic. The bypass should be located further out in areas less developed and less intrusive to the existing homeowners.  The consultants and the TX Dot people should be ashamed,	Chuck	Vanzant	5905 Stoltz Drive	McKinney	Texas	75071	[REDACTED]		
2/21/23 23:48	This was a huge joke! No live presentation or Q and A. There was no structure to anything. Why bother to hold this meeting when every representative had a different answer to the same questions.	Marcy	Schlesinger	MemorialDR682 1	Frisco	Texas	75034	[REDACTED]		

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2/21/23 23:56	I moved to the Willow Wood neighborhood while it was first being built. I was immediately attracted to the quietness and "slowness" I felt coming from working downtown in a loud, dirty, messy environment. My kids go to school in a safe community away from the hustle and grind. It is clean, quiet, calm, and beautiful. I love being close to the creeks, fields, farms and other beautiful land that you do not often see in many areas of Dallas. Segment C would cut right through our neighborhood and cause disruption, noise, dirty air, and overall chaos to a place my family chose to build our family and life in. I highly oppose to segment C. Segment D would make much more sense to the families and businesses built in these neighborhoods. It seems incredibly irresponsible, selfish, and immoral to cut through our homes, land, and businesses.	Courtney	Fuller	1216 Baynes Dr.	McKinney	Texas	75071	[REDACTED]		
2/21/23 23:57	Hello Mr Endres,  I would like to voice my support on the proposed expansion of HWY380 segments A-E-C. I am especially in support of the decision to to remove Segment B from consideration. Thank you for listening to the citizens of Prosper as this would have been devastating for our small community.  Again thank you for the removal of segment B from the proposed expansion. Kate Casper	Kate	Casper	1880 Cornet Ct	Prosper	Texas	75078	[REDACTED]		
2/21/23 23:58	I just moved to willow wood community. we have a peaceful quiet and safe neighborhood. The new high segment C is a terrible plan. The amount of businesses and houses this plan goes through. the noise next to so many people homes, the pollution to farm lands and animals this road runs through. Making decisions like this and the interruption in so many peoples lives should not be taken lightly. The people in our community are working hard for their money, the housing and business market are already very tough these days and to put so many people out in the same city we all live in. I choose SEGMENT D  Please take action and change our city for the better not the worse!	Zark	Hopkins	1216 Baynes Dr	mckinney	Texas	75071	[REDACTED]		
2/22/23 0:03	I'm vehemently opposed to section C of the 380 bypass. I live in the SW section of the Willow Woods estate on the last street. If section C is approved it will e right in my back yard. I moved to this area to get away from the nose and hassle of traffic, not to have built in my back yard. I don't want the sounds of nature replaced with the noise of construction and traffic.  NO TO SECTION C  NO TO SECTION C	James	Hopkins	1008 Fargo Dr.	McKinney	Texas	75071	[REDACTED]		
2/22/23 0:05	I oppose the selected option as a resident of Tucker Hill based on the excessively higher total project cost, significantly greater environmental and socioeconomic impacts. This is a nonstarter and the outer loop is sufficient to care for the through traffic. 380 should be left alone for local traffic as is. There is absolutely no reason to have chosen this option other than politics and greed. I will not tolerate this as an option. It's insane. I am a taxpayer.	Suzette	McKee	2720 Majestic Avenue	McKinney	Texas	75071	[REDACTED]		

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2/22/23 0:08	I am strictly opposed to C. Looking at both plans, it makes absolutely no sense at all to execute on plan C. Wake up! Think! How about just give a darn about the communities and environment that children can enjoy. Please reconsider and move forward with the D plan. It is just too much like right. DO THE RIGHT THING AND DO IT NOW.					Texas				
2/22/23 0:10	Please value our parks and wildlife. I support segment D.	Ken	Hoffman	5905 Chisholm Trl	McKinney	Texas	75070	[REDACTED]		
2/22/23 0:12	I vote to support D	Laura	Davis	6016Wildwood Drive	Mckinney	Texas	75072			
2/22/23 0:17	Alternative C makes no sense - more people displaced and business impacted. I vote for Alternative D. OPPOSE C! SUPPORT D!  Why are there no displays discussing Segment D?					Texas				
2/22/23 0:18	I do not believe that Segment C is the best option. it displaces over 29 residences and 15 businesses as well as 7 much needed community resources. I also have a grave concern about the impact on the few remining forests and wetlands in the area. The Texas Parks and Wildlife department prefers Segment D. We need to consider factors such as these when we are considering building large areas of traffic.	Missy	McPherson	8212 Pine Island Way	McKinney	Texas	75071	[REDACTED]		
2/22/23 0:23	The presentation showing how Alternative A was decided upon was poor. The obstacles to choosing Alternative B looked superior and no one was available to explain why Alternative B was not selected. The lack of sound barriers at Stonebridge Dr. was disturbing and the explanation why they would not be built was inadequate. The use of 2005 software to estimate the amount of sound from the new highway appears to be inadequate and the explanation given as to the actual sound once construction was completed did not indicate that sound barriers would be added subsequently. Accordingly, we are opposed to the current decision to adopt Alt A and would support Alt B.	Dennis and Lesley	Croysdale	1412 Haverford Way	McKinney	Texas	75071	[REDACTED]		
2/22/23 0:29	As a resident of Stonebridge Ranch, I am highly opposed to the choice of Segment A. Segment B would cost tax payers less money, and avoid displacing 15 businesses. With segment A, the noise would be increased for already established homes in Stonebridge Ranch as opposed to new developments that haven't been build yet in Prosper. We have paid years of taxes in McKinney and now our home will be impacted by increased traffic on Stonebridge Road and highway noise.	Nancy	Lawrence	7504 Newhaven Ct	McKinney	Texas	75071	[REDACTED]		
2/22/23 0:32	AGAINST Segment A. It's more money to build, effects way more people, more home owners (and not just the people off of 380.) Will effect more business, more noise etc. If a 380 bypass- why are we not bypassing parts of 380 that need to be bypassed? Custer to Hardin is very pretty now, and the intersection of Custer and 380 would be awful! Might as well be Custer &121! Seems TXDOT cares more about "future" home development of Prosper, and a horse facility that can go elsewhere, and NOT about the people who have lived in McKinney for years. Its about rich people of Prosper and not the rest of us. The construction alone for YEARS will have everyone on Virginia Rd, that will be awful! This will greatly effect our taxes/property values. Not to mention the importance of our daily lives and driving in the "SUBURB" area we love. So much for our UNIQUE by nature-McKinney. PLEASE do B that makes sense and impacts less of our lives, and costs less. And my comments are from MANY people I know.	Johanna	Mattox	9213 Chesapeake Ln.	McKinney	Texas	75071	[REDACTED]		

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2/22/23 0:35	I live on 2933 it's #420 on inset E. Why can't you shift the bypass to across the street where there is nothing? 200 acres of an absentee owner and it's just used for rental pasture? Why are you destroying 5 ranches on on side when you would not destroy anything on the other side? this makes no sense. Look at the human side of things.					Texas		[REDACTED]		
2/22/23 0:59	The road FM 1827 in inset G. This needs to be looked at again because Traffic coming from the North to the South, forces travelers to go out of there way to go East on HWY380. I would suggest to leave the road there and do a short extension where the light is and do a turn to the left with a small off ramp to go East on HWY380.	Richard	Randall	1185 FM 1827	McKinney	Texas	75071	[REDACTED]		
2/22/23 1:01	I strongly believe that the option chosen is the wrong option. It impacts too many homes and businesses as well as impacts the environment in a negative way. The better option is the B, E, D route.  I also believe the fly by video is misleading as I do not believe the retail in front of Tucker Hill will be spared and I have been told that the overpass will not be up and over but more rollers which will create in insane amount of noise.	Jill	Price	8008 Craftsbury Lane	McKinney	Texas	75071	[REDACTED]		
2/22/23 1:24	Need Sound Barriers Junction of Roll 4 and Roll 5, The freeway is too close to many homes on corner of Ridge Road / Bloomdale Road. The houses will be surrounded by the freeway on 2 sides.  There is a danger of the freeway of bring much crime to our neighborhoods. Studies have shown that crimes including Drug Trafficking and Human Trafficking happen on main freeways. Among many other crimes. This is a major concern.	Leslie	Jean	3521 Paintbrush Dr	McKinney	Texas	75071	[REDACTED]		
2/22/23 1:25	I prefer option D! It is better for the community!! I have known this area since 1996 it is a beautiful area option D is much better for the community.	Kennedy	Echeverry	2813 Miramr Dr.	Carrollton	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
2/22/23 1:25	Need for the Sound barriers at the junction of Roll 4 and Roll 5 as these are very close to the residences that are existing with little children's.  There is a need for barriers such as the fences at the junction of Roll 4 and roll 5 to prevent crime and illegal foot traffic and secure the existing residences that are currently habituated.  The introduction of the freeway also brings in lot of inconvenience to the current residents as it becomes difficult to get in and get out of the community.  There is a substantial increase in the noise level as the closer proximity of the freeway will bring more vehicular traffic and the engines roar shall disturb the residents.	Venkata Nitin	Chilukuri	3525 Paintbrush Dr	McKinney	Texas	75007	[REDACTED]		
2/22/23 1:25	oppose C 100% I Support option D	paula	echeverry	2813 Miramar Dr	Carrollton	Texas	75007	[REDACTED]		
2/22/23 1:26	We 100% recommend plan D. We 100% oppose plan C. Proposal C is very disruptive to folks and their homes/welfare as well as eco systems and good lands, we have been supporting and traveling to this area for many years so we highly recommend plan D!	Sam	Echeverry			Texas		[REDACTED]		

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2/22/23 1:27	My family is in favor of the approved route A	Daniel	Stockman	2720 Meadowbrook Blvd	Prosper	Texas	75078	[REDACTED]		
2/22/23 1:32	<p>I am writing to oppose segment "C" and support segment "D" or a modified D. Segment C, although cheaper than D, affects 4X the number of residences, will displace 4x the number of businesses, displaces an equestrian farm (Tara Royal) and a horse rescue (2150 CR 338), C destroys the only remaining wetland in northern Colling County, it destroys 70% more forest land than D, and makes less sense for the community overall.</p> <p>Where are those who support segment C other than TXDoT? The City of McKinney has even restated their position and now support segment D or a modified segment D.</p> <p>Please maintain the one remaining "undeveloped" area in the McKinney area and North Colling County - the McKinney ETJ near the east fork of the Trinity River.</p>	Michael	Swim	2150, 2172, 2280 County Road 338	McKinney	Texas	75071	[REDACTED]		
2/22/23 3:05	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ol style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D.</li> <li>3) section C will displace 4X the businesses compared to Section D.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife.</li> <li>7) Section C also has worse traffic performance.</li> </ol>					Texas				
2/22/23 3:49	Please keep 380 on 380 and don't encroach on properties that never intended to be near 380. Folks who are already on 380 knew what they were getting into when they moved there. Others purposefully bought properties away from that highway and do not want 380 brought to their doorstep!	Kacey	J		Prosper	Texas	75078			
2/22/23 4:35	Attachment	Rick	Stuckmann	8000 Castine Drive	McKinney	Texas	75071			<a href="#">Attachment</a>
2/22/23 4:43	I grew up in New Hope and route C will greatly impact my childhood home where my father still lives. Route D would be a better fit for the New Hope community as a whole. Please consider this as the primary route going forward.	Brittney	Morales	321 Mossy Rock Dr	McKinney	Texas	75071	[REDACTED]		
2/22/23 5:06	Pick D, not C. D hardly impacts anyone, whereas C intervenes with a lot of people.	Amber	Gurney	11956 Mikaela dr	Frisco	Texas	75033	[REDACTED]		
2/22/23 9:46	I do not support this roadway as mapped through Prosper.	Joseph	Fields	630 Willowview Drive	Prosper	Texas	75078	[REDACTED]		
2/22/23 9:54	I do not support this roadway option B as mapped through Prosper.	Joseph	Fields	630 Willowview Drive	Prosper	Texas	75078	[REDACTED]		

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2/22/23 13:14	Please please look at what other cities in other countries have done. They are building express lanes above the existing highway. Faster, cheaper and with less traffic interruptions. I have sent this suggestion in before but have never seen a response or anything!! The air above is free. I am disappointed that this was never considered	Kenneth	McCarty	2641 Fairway Ridge dr	McKinney	Texas	75072	[REDACTED]		
2/22/23 14:21	The proposal recently released is the best option for the traffic situation on US380 through Prosper and McKinney. Given that Mane Gait, schools and neighborhoods are spared is great! If I recall, this whole issue rose up due to traffic congestion in McKinney at US 380 and I-75. This clearly relieves that and helps the rest of us along US 380.	Patricia	Strawmyer	2640 Misty Meadow Dr	Prosper	Texas	75078	[REDACTED]		
2/22/23 16:44	Our family and business support using option B. It cost less, it shorter and will get traffic further away from the bottleneck of 380 & 75. Option A will just move the problem a few miles from Hwy 380 & 75 to Ridge & Hwy 380.	Greg	Klement	2001 Auburn Hills Pkwy #901	mckinney	Texas	75071	[REDACTED]		
2/22/23 18:04	I feel like no matter what we say, we are being ignored. We don't have the political connections that some in Option B have so our voice doesn't matter. As a senior I can't believe my tax dollars are being spent on a more expensive route without thinking TXDOT doesn't care about the expense because it's just tax payers money. We were told that they don't look at the money. Shouldn't you be looking? Instead of looking at possible future homes why aren't you more concerned with the impact on homes that are already built. If you'd invested your money into a nice neighborhood, how would you feel if someone then decided to build 8 lanes in front of your neighborhood! Put yourself in our place...how would you feel? The noise and congestion will reduce not only our homes value (the largest investment we own) , but also our quality of life. Businesses already in place will be removed. What about the impact to those lives! It truly feels like the little guy once again gets stepped on.	Mary	Carr	2309 Tremont Blvd	McKinney	Texas	75071	[REDACTED]		
2/22/23 18:10	We don't want this. You are destroying our beautiful community.  Stay out!					Texas				
2/22/23 19:13	Build it! Get dirt moving and concrete poured. This road was needed years ago. People will complain about any choice made. Less disruptive than other alignments. Build it!	J	H		Frisco	Texas				
2/22/23 21:04	Please stick to the route you have selected. It's time to get this project going.	G	Ray	341 Stephanie Ln	Prosper	Texas	75078	[REDACTED]		
2/22/23 21:34	I would like to see the bypass come back to 380 closer to Preston or the Tollway. It makes sense that if someone is using it they might want to join the Tollway as an alternative to driving on 380 to Denton. This would also protect more of the Stonebridge Ranch properties.	Judy	Slease	7601 S Ballantrae Dr	McKinney	Texas	75072	[REDACTED]		



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2/22/23 21:47	<p>I attended the public hearing at Rhea's Mill Baptist Church on February 21st. I was immediately taken with just how close section Section A is to our neighborhood, as we live in Timberridge, which is only about a quarter-mile west, just south of Wilmeth. Not only that, but I was told there would be no considerations for a noise barrier for either side of that portion, even though there are three communities, and a school, all within hundreds of feet. If this happens, this area will be very noisy for residents and schools.</p> <p>I am also surprised that Section C was chosen, instead of D, considering the number of homes affected by C.</p> <p>I am opposed to this plan overall, no matter which sections are included, though. It might have been fine five years ago, but with the number of homes affected, this whole thing is a bad idea.</p> <p>Frankly, the best course of action would be to secure the land all around the Outer Loop, and then join the Tollway to 75 using the Outer Loop as the go-between.</p>	Erik	Gamborg	2921 INN KITCHEN WAY	MCKINNEY	Texas	75071	[REDACTED]		
2/22/23 22:18	We strongly oppose Route C and want it changed back to Route D.	Greg	Ishmael	Creek Canyon Lane	McKinney	Texas	75071	[REDACTED]		
2/22/23 22:23	I oppose route C, and want it changed back to route D	Debi	Ishmael	2221 Creek Canyon Lane	McKinney	Texas	75071	[REDACTED]		
2/23/23 2:50	Please keep 380 on 380 in prosper!	Sandra	F	1226 Ash Street	Celina	Texas	75009	[REDACTED]		
2/23/23 19:00	<p>TXDOTS plan B is the least disruptive and less costly and obvious choice to the objective eye. It's perfect for this situation. Nothing but ranch lands. (The horse farm used as a crutch in the argument for using plan A goes mostly unused -do to terrible ownership- a huge majority of Prosper ISD sped students go to Blue Sky ranch as an alternative.)</p> <p>Plan A is a a terrible plan. It will cause irreparable damage to businesses and communities. There is not enough room to safely most eight lanes of traffic through the space between Tucker Hill entrance and the back yards in Stonebridge Ranch. It will be a matter of time before some terrible accident happens like the Ohio train derailment in this area. It's a huge risk to live and us being ignored by TXDOT.</p> <p>I promise you people will not forget the risk you are imposing on their lives.</p>	Brian	Frank	7554 Hanover street	Mckinney	Texas	75071	[REDACTED]		
2/23/23 22:12	<p>"I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ol style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D.</li> <li>3) section C will displace 4X the businesses compared to Section D.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife.</li> <li>7) Section C also has worse traffic performance.</li> </ol>	April	Rice	8957 County Road 864	Princeton	Texas	75407	[REDACTED]		

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2/24/23 16:55	I live in Bloomridge community which is falling immediate next to the proposed highway. We decided to buy home in this community even though it's remote is for its calmness and peacefulness. I agree that there should be development but not such a big highly next to my home. This will increase traffic, noise levels, rush. We strongly appear this coming in bloomdale road. Please consider an alternative route which will keep McKinney city environment safe and calm	Hari	Bikkina	6125 horsetail dr	McKinney	Texas	75071	[REDACTED]		
2/24/23 23:36	Preferred route: D please  Multiple neighboring farms and family homes would be displaced with route C. Very tranquil and beautiful rolling lands. Sad to see multigenerational properties affected. Many have farm animals, awesome trees and wildlife. Bicyclists and motorcycle enthusiasts enjoy peaceful outings along CR 338. A neighbor rescues horses on their land. Preserving this area would be worth it.  We own a wedding venue with outdoor spaces used for ceremonies & entertaining. Noise and traffic from the bypass would certainly impact our family business.  Thank you for considering Route D over route C :)  -Amy Teague	Amy	Teague	1789 County Road 338	McKinney	Texas	75071	[REDACTED]		
2/24/23 23:39	NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	K	B		McKinney	Texas				
2/24/23 23:45	NO to Segment A, YES to Segment B. As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	Mike	Glatz	1925 Desoto Dr	McKinney	Texas	75072	[REDACTED]		
2/25/23 0:10	NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	Zachary	Hope		McKinney	Texas	75071	[REDACTED]		
2/25/23 0:12	NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	yvonne	Lambeth	7517 Thistledown drive	Mckinney	Texas	75071	[REDACTED]		
2/25/23 0:43	I am a resident of Stonebridge Ranch I support Plan B. Thank You James Jones	James	Jones	7304 Province St.	Mckinney	Texas	75071	[REDACTED]		
2/25/23 0:52	A support the TxDot A-E-C recommendation - and strongly urge all groups to align on this proposal and expeditiously move forward with the implementation. Further debates will only delay the schedule, causing more and more negative effect on McKinney and surrounding businesses.	Jurgen	Lison	720 Hawk Wood Ln	Prosper		75078	[REDACTED]		

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2/25/23 1:15	NO to Segment A, YES to Segment B  As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	Stacey	Jacobson	6501 ORCHARD PARK DR	Mckinney	Texas	75071	[REDACTED]		
2/25/23 2:02	As a homeowner and citizen of McKinney, and rationally and objectively reviewing the pros and cons of the two, I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. Please reconsider the impacts to our community. Thank you!	KM	L		McKinney	Texas		[REDACTED]		
2/25/23 3:33	I agree with this option to keep 380 on 380 through prosper	STEPHANI E	ADKINS	771 Manchester Ave	prosper	Texas	75078	[REDACTED]		
2/25/23 4:49	NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	Sadia	Rahman	1705 Camberton Drive	Mckinney	Texas	75071	[REDACTED]		
2/25/23 14:16	We do. Or want 380 encroaching deep into Prosper. Keep 380 where it is. McKinney's failure to plan is not and should not be our burden to bear. Thank you.	Diane	Skiff	2021 Lassen Dr	Prosper	Texas	75078	[REDACTED]		
2/25/23 14:37	380 needs to stay on 380 through Prosper. Our town has planned for this and made the adjustments for this plan. It is not fair to change our plans because other cities did not plan accordingly. 380 staying on 380 is what is best for Prosper and surrounding areas.					Texas				
2/25/23 14:46	Slow down 380, do not make this a faster more dangerous road for residents. The impact of the widen the road goes far beyond the land being purchased. The noise impacts tons of residents of various neighborhoods. The noise impacts need to be considered as part of the decision. The loud noise from 380 will impact home values significantly and will deter people. 380 as a 6 lane road is more than sufficient.	Marc	G		Prosper	Texas	75078			
2/25/23 15:33	NO to Segment A, YES to Segment B  As a homeowner and citizen of McKinney, TX, I STRONGLY OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	Mark	Johnston	8705 Preston Wood Drive	McKinney	Texas	75072	[REDACTED]		
2/25/23 15:38	Our family fully supports segment A as the preferred alignment. Thank you for the current EIS recommendation to keep 380 on 380 through Prosper.	Jana	Horowitz	4321 Glacier Point Ct	Prosper	Texas	75078	[REDACTED]		
2/25/23 16:06	"I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.					Texas				

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	<p>6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.</p>									
<p>2/25/23 16:09</p>	<p>I am writing in support of TxDOT's choice of Segment A for the Preferred Alternative (A+E+C). The enumerated reasons below are consistent with the TxDOT presentations and the comments in the DEIS.</p> <p>Choosing Segment A preserves the sanctity of ManeGait, and allows that organization to continue to serve the needs of constituents across the communities. As TxDOT noted on the Segment A Details slide, previous community comments showed substantial concern regarding any adverse impacts to ManeGait operations.</p> <p>Choosing Segment A acknowledges, and supports, the Prosper Thoroughfare Plan, which prescribes that US 380 be widened (as a LAR) along the existing route through town.</p> <p>The Segment A Details slide specifically stated the desire of TxDOT to utilize more of the existing 380 alignment.</p> <p>TxDOT acknowledges that Prosper has several residential developments underway in the path of Segment B. Section 3.20 points out that Segment B does not align with Prosper's planned roadway network.</p>	<p>Craig</p>	<p>Hansen</p>	<p>2890 Gentle Creek Trail</p>	<p>Prosper</p>	<p>Texas</p>	<p>75078</p>	<p>[REDACTED]</p>		
<p>2/25/23 16:12</p>	<p>"I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.</p>					<p>Texas</p>				

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2/25/23 16:15	"I oppose Section C and ask that you reconsider section D for the following reasons:  1) I have cancer and was planning to move in with my son.. 2) My son and his wife who have a horse rescue and multiple young children under age 5 will be displaced. Including their newborn! 3) Section C will displace their neighbors as well, 4X the residents compared to Section D. 4) section C will displace 4X the businesses compared to Section D. 5) Section C displaces 7 Community Resources, where Section D displaces 0. 6) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 7) Section C is strongly opposed by Texas Parks and Wildlife. 8) Section C also has worse traffic performance.	Kim	Howell	Rockhill Rd.	McKinney	Texas	75072	[REDACTED]		
2/25/23 16:55	"I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.  McKinney, Tx					Texas				
2/25/23 17:02	I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.	Kalen	Sawyer		Dallas	Texas	75217	[REDACTED]		
2/25/23 17:40	I want to voice my concern over this project and say NO to Segment A, YES to Segment B. As a homeowner and citizen of McKinney, TX, I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827. Segment A has a detrimental impact on surrounding communities and will create major traffic disruptions, increased noise, increased health and environmental concerns, as well as impact our schools and neighborhoods.	Heather	Peoples	6629 Orchard Park Drive	McKinney	Texas	75071	[REDACTED]		
2/25/23 17:41	I am very much in favor of the Blue Line option.	vanessa	walls	2761 Clarendon Court	Prosper		75078	[REDACTED]		

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2/25/23 18:23	<p>I support the Preferred Alignment (A+E+C) chosen by TxDOT.</p> <p>Two slides captured the specifics very well:</p> <ul style="list-style-type: none"> <li>* Least amount of new ROW</li> <li>* Not displace community facilities</li> <li>* Least impactful on floodplains</li> <li>* Lower potential impacts to planned future residential homes</li> <li>* Avoids displacing numerous proposed residences under construction west of Custer Road</li> <li>* Utilizes more of the existing US 380 alignment</li> <li>* Avoids impact to ManeGait property</li> <li>* Meets the project purpose and need</li> </ul> <p>TxDOT also acknowledges that Segment B conflicts with the land use and thoroughfare plans of Prosper.</p> <p>Maintaining 380 on the current location through Prosper is the appropriate course of action, as Prosper has been very diligent and specific with their thoroughfare planning for 380 expansion through town, and has proper setbacks for most of the alignment.</p> <p>The numerous developments west of Custer should not be needlessly destroyed/impacted by Segment B.</p>	V A	Hansen	190 N Preston	Prosper	Texas	75078	[REDACTED]		
2/25/23 19:42	Option B is less expensive and safer than Option A. TXDOT is being negligent and wasteful should you proceed with the current preferred alternative. The brown alternative of B+E+C is the better option in terms of safety, costs, and impact to existing businesses and residential property values.	Ann	Miller	2705 Majestic Avenue	McKinney	Texas	75071	[REDACTED]		
2/25/23 20:03	Option B is less expensive and safer than Option A. TXDOT should reconsider and implement Segment B.	David	Miller	2705 Majestic Avenue	McKinney	Texas	75071	[REDACTED]		
2/25/23 20:05	Option B is less expensive and safer than Option A. TXDOT should reconsider and implement Segment B.	Hannah	Miller	2705 Majestic Avenue	McKinney	Texas	75071	[REDACTED]		
2/25/23 21:44	Attachment	Dave and Stephanie	Johnson	7505 Wescott Lane	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
2/25/23 22:46	I oppose the proposal as noise is safety is a concern for the residents of Bloomridge as there is no noise barrier wall. Considering the latest developments of housing communities, any previous noise surveys are not correct. Please consider our safety and health concerns.	Srivatsa	Kandalai			Texas				

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2/25/23 23:19	<p>I oppose Section C and ask that you reconsider section D for the following reasons:</p> <ul style="list-style-type: none"> <li>1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced.</li> <li>2) Section C will displace 4X the residents compared to Section D.</li> <li>3) section C will displace 4X the businesses compared to Section D.</li> <li>4) Section C displaces 7 Community Resources, where Section D displaces 0.</li> <li>5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.</li> <li>6) Section C is strongly opposed by Texas Parks and Wildlife.</li> <li>7) Section C also has worse traffic performance.</li> </ul>	T	S		Richardson	Texas	75081			
2/26/23 2:25	<p>I am reaching out in regards to the proposed improvements to US 380 from Coit Road to FM 1827 and, specifically, in hopes that you are considering Segment B. Hope to hear back from you soon.</p> <p>Going to A instead of B lacks common sense. Just think of the logic of this, isnt it better to have two roads instead of one? So, if they keep the existing road that'll carry 80k cars a day and if they take the new freeway it'll carry an extra 100k cars a day. If you make the road B the old 380 continues to carry 80k cars a day and the new 380 will carry over 100k cars a day which means two roads servicing the area which is very much needed in this time.</p> <p>I am also a resident of Tucker Hill and the Segment A tremendously effects this entire area. I'm the very least we need a sound barrier and assurance that construction will not hinder us from getting out-and-in the neighborhood.</p>	Chayse	Harvard	2113 Tabitha Drive	McKinney	Texas	75071	[REDACTED]		
2/26/23 2:26	<p>I am reaching out in regards to the proposed improvements to US 380 from Coit Road to FM 1827 and, specifically, in hopes that you are considering Segment B. Hope to hear back from you soon.</p> <p>Going to A instead of B lacks common sense. Just think of the logic of this, isnt it better to have two roads instead of one? So, if they keep the existing road that'll carry 80k cars a day and if they take the new freeway it'll carry an extra 100k cars a day. If you make the road B the old 380 continues to carry 80k cars a day and the new 380 will carry over 100k cars a day which means two roads servicing the area which is very much needed in this time.</p> <p>I am also a resident of Tucker Hill and the Segment A tremendously effects this entire area. I'm the very least we need a sound barrier and assurance that construction will not hinder us from getting out-and-in the neighborhood.</p>	Chayse	Harvard	2113 Tabitha Drive	McKinney	Texas	75071	[REDACTED]		
2/26/23 3:49	<p>I can't believe we're letting small town politics be the determining factor in this decision! Option B has been the smartest and least expensive option from the get go. Tucker Hill, Stonebridge, Wren Creek, and some of the other neighborhoods that are going to be directly impacted did not have fair representation in the early public comment. This makes absolutely no sense. Bill Darling's financial campaign contributions to 4 of the 7 city council and city mayor has influenced them to not push back. Financially, having the least environmental impact, traffic</p>	Clayton	Yonts	2601 Addison St	Mckinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>

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	congestion, and the amount of businesses that will be impacted, it all very strongly suggests option B as the best route. A bypass or loop is created to divert the traffic to lesson congestion. If that is the true goal for this bypass then you would want to get traffic off of 380 as quickly as possible. Option A keeps the bypass on 380 longer, which in turn creates more congestion, which is the opposite reason for creating this!									
2/26/23 4:24	As a resident of Tucker Hill in McKinney I do not support the "Option A" alignment. This decision puts a major highway on the doorstep of our "front porch" community which is unique to McKinney. Not only will we have the noise and pollution from construction to contend with for years, we will then be subjected to the noise and pollution of the increased traffic moving through our area. If option A is the final decision, why is our neighborhood not at least provided sound barrier walls to help insulate us from the noise we will undoubtedly hear? Furthermore Tucker Hill already has limited ingress/ egress, so my concern for unimpeded access to the neighborhood during construction is of high concern. I am still hopeful the "Option B" alignment will be looked at closely as I feel it is less intrusive to established neighborhoods and businesses and it is less expensive.	Shannon	Etier	2601 Tremont Blvd	McKinney	Texas	75071	[REDACTED]		
2/26/23 6:40	Oppose segment A	Natalie	McShane	7716 Willowbend Dr	Mckinney	Texas	75071	[REDACTED]		
2/26/23 14:45	My comments are in the attached PDF.	Jon	Bolen	2203 State Blvd.	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
2/26/23 15:07	NO to Segment A, YES to Segment B As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	Peter	Lam	2300 stone creek dr.	McKinney	Texas	75072	[REDACTED]		
2/26/23 18:42	NO to Segment A, YES to Segment B  As a homeowner and citizen of McKinney, TX., I strongly OPPOSE the construction of Segment A and support Segment B in the Blue Alternative as proposed by TxDOT for the US 380 Bypass from Coit Road to FM 1827.	Danielle	Kazmierczak	2301 Meadowlark Drive	McKinney	Texas	75072	[REDACTED]		
2/27/23 5:02	"I oppose Section C and ask that you reconsider section D for the following reasons:  1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.	Candice	Odell	4804 Mountain Ridge Lane	McKinney	Texas	75071	[REDACTED]		



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	I know this will be a difficult decision and we would just like to minimize the impact as much as possible.									
2/27/23 5:14	The recommended section C goes directly through my property and I am opposed. The land and home were gifted to me by my grandmother so we currently have no mortgage. Because of this, we are able to provide our son with the opportunity to take private trumpet lessons and boxing classes. If we are forced to move, we will no longer be able to provide for him the life we hoped to, because we will not be able to afford it. We don't want a payout as we're removed from family land. We want to keep our family in our home. Select option D.	Amber	Yoos	2550 Co Rd 332	McKinney	Texas	75071	[REDACTED]		
2/27/23 17:25	I worked for Chairman of Fortune 500 company as a mergers and acquisitions analyst. Never in my career has a non common sense alternative been chosen over a more practical, less expensive option. No surveys were mailed out to every affected citizen yet I have been hearing about the higher percentage of people voted for one option over another. This was not a fair representation of the community. I moved into my house April 18, 2022 and never heard one word of this issue from realtor or builder. \$100 to \$200 million of extra cost is significant. Common sense, not politics needs to win the day. I'm not against progress but I am against wasteful spending. Time to Reconsider A versus B.	Phillip	Falk	2751 Majestic Avenue	McKinney	Texas	75071	[REDACTED]		
2/27/23 19:41	We are encouraged that the EIS recommendation is to Keep 380 on 380 through Prosper! Prosper is a committed regional transportation partner and we have done our best to plan for this expansion on it's current path through town. Keep 380 on 380!	LS		1001 bridgeport In	Prosper	Texas	75078	[REDACTED]		
2/28/23 2:39	I don't understand how the final path for the 380 bypass/highway would help the current situation of traffic on the current 380. Looking at all the alternatives, it seems that the golden alternative would make the most sense. This alternative would cause less disruptions with current traffic flow. It also would provide a connection directly to the McKinney Airport. which to my understanding the plan for that airport is to make it bigger and provide airline flights out of McKinney. I also have a personal objection to route C do to it would affect the farm/horse ranch that is helping my daughters mental state with private horse ride therapy. Which makes route D more favored than C. Again, D would provide a direct connection to the McKinney Airport regardless of the other routes chosen. I hope that my voice will be heard and my arguments taking in the consideration of the final plan. Best regards, Brad Tidwell	Bradley	Tidwell	2504 Sunnyside Drive	McKinney		75071	[REDACTED]		

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2/28/23 3:52	We are wanting to voice our full support for keeping 380 on 380 through prosper which would mean using route A. Prosper was planned and designed with room for 380 expansion. Please keep 380 on 380 in Prosper. Thank you. James and Karen Nichols	James	Nichols	2505 Eclipse Place	Celina	Texas	75009	[REDACTED]		
2/28/23 4:04	No to Segment A, Yes to Segment B	Mike	Ambroziak	1505 Pine Hollow Dr	McKinney	Texas	75072	[REDACTED]		
2/28/23 14:47	The proposed alignment of B vs. proposed alignment of A has a significant increase in cost. Why was A not chosen over B? How much of the project is requested to be funded by the City of McKinney? There is already an existing Collin County outer loop being constructed, wouldn't it make more sense to tie this project into that loop rather than displace and disrupt existing properties, families, and businesses along 380? The Tucker Hill Neighborhood requests additional sound barrier considerations as option B radically impacts the Tucker Hill neighborhood.	Dustin	Pearson	2863 Majestic Ave.	McKinney		75071	[REDACTED]		
2/28/23 20:22	This DEIS is seriously flawed in several ways: Alternative B should have been the preferred alternative not A. A is more expensive. A has significantly more noise impact, which is unmitigated. A has a horrific and unmitigable visual impact on the La Cima community, park and lake, the view across the lake will be of a concrete monstrosity with trucks speeding over it. A will cause a very significant loss of jobs in the 380/Custer area, which has not been addressed. A will cause a significant deterioration of property values in the La Cima and other neighborhoods. Future property values in Prosper will benefit, while McKinney property values will suffer. Future buyers in Prosper to be aware of the construction and impact, so they can make an informed decision on purchasing. La Cima and nearby residents have no choice about this seizure of our properties. The entrance to Stonebridge ranch will be seriously degraded. The aerial intersection at 380/Custer will be an unsightly eyesore..	Frank	DeLizza, PE	1601 Stratford Pl	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
3/1/23 19:52	What a travesty to do route C and demolish 22 homes and 35 businesses. Why not use route D and the flood plane that does no one any good and saves people's property. TX Dot will lose all trust and value as other gov't agencies have.	Diana	Heald	3983 CR 331	McKinney	Texas	75071	[REDACTED]		
3/1/23 22:00	No to segment A. YES to segment B. As a homeowner, I strongly oppose Segment A.	M	W		McKinney	Texas	75072			
3/2/23 15:30	In regard to Segment A vs Segment B, the comparison used for the recommendation is deficient because it does not address the impact to traffic on US 380 during the period of construction. Segment B can be built from the northeast to the southwest, with the tie-in to the existing US 380 right of way occurring at the final stage of construction, thus allowing traffic to flow normally for the majority of the project. By comparison, Segment A impacts a much longer extent of existing roadway, necessitating a substantial impact to traffic during the build phase. Since the objective purpose of the project is to alleviate a major traffic bottleneck, the feasibility comparison cannot be complete without a comparison of the impact of the project's execution on the end it pursues. The absence of this comparison in the draft EIS are substantial grounds to revisit the decision.	Erik	Baumgarten	2712 Majestic Ave	McKinney	Texas	75071	[REDACTED]		

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3/3/23 1:43	I have a significant investment in my home at 7404 Stanhope Street, McKinney, TX. The proposed route and its attendant noise, traffic, and other negative impacts will diminish my home's value. Why wasn't this road improvement routed along Custer and northeast through undeveloped property affecting fewer residential units? I oppose the route near Tucker Hill.	Elena	Rush	7404 Stanhope Street	McKinney	Texas	75071	[REDACTED]		
3/5/23 1:05	<p>Dear Mr Endres,</p> <p>I'm a resident at Tucker Hill and wrote to you previously outlining what a ridiculous waste of extra money it will be to implement plan A over plan B.</p> <p>Given the decision made, and it's impact on the increased proximity of traffic noise and pollution on Tucker Hill I feel I must insist on a traffic barrier for our neighborhood. Given that cost appears to be only a minor consideration and not a priority (why option A was chosen) there should be no reasonable justification for this not happening. Additionally given that the other side of 380 will have a barrier this seems to be a precedent already in place.</p> <p>Thank you</p>	P	Bland	Majestic Avenue	McKinney	Texas	75071	[REDACTED]		
3/6/23 20:44	<p>supporting "plan B"</p> <p>It costs \$98.8 million less and has a lesser impact to citizens.</p> <p>Any support for the other plan is a non starter.</p> <p>Why waste \$100 million when plan B is the obvious choice??</p>	Brad	Johnson		McKinney	Texas	75071	[REDACTED]		
3/6/23 21:12	<p>We live in Stonebridge Ranch called Kensington, directly on 380. The new 380 expansion greatly affects us. Sometimes we cannot get proper sleep at night with constant traffic and enthusiastic speedsters zipping on 380.</p> <p>The proposed sound barrier (Barrier A07-2 in APPENDIX R - Traffic Noise) ends right before the row of houses which are Kensington Village. With this expansion (during and after) Noise will be a nightmare for us added to the constant dust this construction is going to create. Going by the amount of time the expansion happening between FM Rt 720 and DNT (In Denton County) is taking, we can only imagine how long this new expansion in McKinney will take.</p> <p>We strongly OPPOSE the construction of Segment A for the US 380 Bypass from Coit Road to FM 1827 and urge you to implement Segment B.</p> <p>If Segment A does happen, our earnest request to TxDOT is to extend the sound barrier (Barrier A07-2) up to Freedom Drive to shield the row of houses that are part of Stonebridge Ranch.</p>	Lydia	DSouza	6808 Revere Dr.	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment 1</a> <a href="#">Attachment 2</a> (they are the same)

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3/6/23 22:22	<p>I'm against your Option A selection. How can you justify an additional \$200m+ for this project? What a waste of money! And, why weren't the permits held up in Prosper for 'future' builds like they were in McKinney? I'm hoping we can all have a face to face meeting where you can show us/prove to us that this is the best option for current residents instead of basing your decision on 'future' residents. Also, what was the reasoning behind not even offering Tucker Hill a sound barrier wall that was originally discussed? I look forward to us having a face to face prior to considering legal counsel.</p> <p>Chris Self 2312 Tremont Blvd (Tucker Hill) McKinney Tx 75071</p>	Chris	Self	2312 Tremont Blvd	McKinney	Texas	75071	[REDACTED]		
3/6/23 23:07	<p>Segment A and Segment B are equal in terms of congestion, moving speed, and LOS considerations. A would cost \$74.7 million to relocate and accommodate the SEVEN major utility conflicts as opposed to B cost of only \$25.4 mill and only TWO potential utility conflicts. That is a \$49.3 million dollar SAVINGS to Taxpayers if B is implemented.</p> <p>Segment A would include at least FIFTEEN business displacements cost of \$200 million dollars in ROW B would have ZERO business displacements, and cost only \$152 million.</p> <p>re: ManeGate NOISE ANALYSIS RESULTS AND RESEARCH OF SIMILAR THERAPEUTIC HORSEMANSHIP FACILITIES show Segment B WOULD NOT MAKE THE MANEGATE FACILITY INACCESSIBLE TO PERSONS WITH DISABILITIES, NOR WOULD BUILDING THERE VIOLATE THE ADA.</p> <p>In Tucker Hill, we have many Seniors with Disabilities, and the added congestion, noise and air pollution, and traffic congestion to get to the area hospital and medical facilities would be a direct violation of their rights, and dangerous.</p>	Kim	Himes	2021 Tremont Boulevard	McKinney	Texas	75071	[REDACTED]		
3/6/23 23:40	<p>I am against route A since it cost \$200M + more than route B. B affects fewer homes &amp; businesses! A face to face is needed to explain the true reason for route A. Resident, that deals in noise issues, has recorded higher decibels at varying times than your study! It is difficult to understand why future residences are more important than existing residences. The existing 380 should be a Business Route like most cities have and A will only lead to a more congestion due to increased population in NW McKinney &amp; North traveling traffic North/South to 380! A causes more congestion, noise, pollution, costs \$200,000,000+ higher.</p>	Monte	Self	2312 Tremont Blvd	McKinney	Texas	75071	[REDACTED]		
3/7/23 3:06	<p>I live at 7505 Cormac St in Tucker Hill and am, unsurprisingly, opposed to the Segment A route. Though it seems to be a foregone conclusion A will be built, why is the more cumbersome, winding, and expensive option the go-to choice? Therapeutic horses? There are 25+ other such facilities in North Texas. Anyone who regularly drives 380 in front of Tucker Hill knows the traffic problems are not there. They are further east (toward Lake Forest) and further west (toward Coit and the DNT). Or why not promptly build out the Collin County Outer Loop and use that instead? A few miles north to bypass the area is not too much to ask. In the end, though, if Segment A is built, PLEASE, PLEASE, PLEASE build a north exit out of Tucker Hill, preferably a permanent one. It would likely involve eminent domain, but a road that connects to FM 124 to the north would</p>	John	Worrall	7505 Cormac St	McKinney		75071	[REDACTED]		

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	help a lot of people avoid years of traffic snarls. Thanks for opportunity to comment. I hope these comments are read!									
3/7/23 3:08	Option A bypass makes absolutely no sense in terms of the things that SHOULD matter the most. It's FAR, FAR more costly to tax payers and FAR more disruptive to EXISTING home owners and businesses. This feels very much like political corruption from my vantage point, as a few powerful (wealthy) people (e.g., Bill Darling) appear to be getting their way while the vast majority get screwed. I'm sure it's nothing new in the realm of Government and politics, but that doesn't mean it's not completely & utterly WRONG. We (in Tucker Hill) are bearing the worst of this injustice, as we're being strangled on 2 sides by freeways. There are hundreds of kids in our neighborhood alone who will be significantly impacted by this, and our front-porch neighborhood is going to lose much of its appeal and undoubtedly plummet in value while a small minority profit from our pain. This is flat out WRONG, and I would love to hear someone explain it in a truly rational way that doesn't wreak of malfeasance.	Clint	Kaeding	2408 Addison Street	McKinney	Texas	75071	[REDACTED]		
3/7/23 12:36	I live in Tucker Hill but my concerns about selection of option A are separate from the loss in property value and appeal to our neighborhood. If someone could provide a valid explanation of why A was selected over the alternative, I would happily support the decision. None of the information provided in any of the meetings or online forum explain why a more costly, more impactful to private and commercial properties, and neutral environmental option was selected. More importantly, it's hard to imagine that the proposal will significantly improve the long term congestion by dropping off so far to the east. Any improvement that does not leave the door open for expansion toward the tollway and ultimately 35 is short sighted; improvement to the north through prosper celina areas, where the growth is and will be, as a plan for the future seems more prudent use of tax dollars. Bottom line, provide a valid explanation of the choice. More comments against option B is not a valid reason	S	Davenport	7308 Easley Dr	McKinney	Texas	75071	[REDACTED]		
3/7/23 15:52	I am a resident of Tucker Hill and have voiced my concerns of Option A previously with Steven Andres. Option A is less expensive and less disruptive for existing homes and businesses. Is it smarter to spend more money, destroy home values and uproot existing businesses rather than address moving Maingate horses? Also, why let Billingsly clear land close to Ridge Road to build future apartments, therefore squeezing the bypass closer to Tucker Hill destroying existing home values and quality of life in one of the premier neighborhoods in McKinney? If Option A is a go forward, how will you address noise pollution, air pollution and access for Tucker Hill residents to get in and out of the neighborhood? With an Outer Loop being constructed, why build a bypass? To my knowledge, there are no bypasses to 635, 190 or 121.	terry	stephenson	7404 Ardmore St	McKinney		75071	[REDACTED]		

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	How will you address the future bottlenecks on 380 going from 12 lanes to 6 lanes both east and west? Why widen 380 for just 2-3 miles creating those bottlenecks?									
3/7/23 18:04	I'm asking TXDOT to please reconsider their decision on Plan A for the 380 bypass. There are a number of different factors to play in my request first and foremost is the exponentially higher impact to restaurants and businesses in the 380 Corridor. There are new, revenue generating businesses being built today, which will be negatively impacted by this buildout. This will cause a substantial tax loss to the state and to the city of McKinney. Second, the overall additional cost (\$200M in 2023 dollars) for Plan A is bound to swell before the first shovel load of dirt is dug. This is an ad cost to the taxpayers that is totally unnecessary and it's not a judicious use of our tax dollars. By either choosing Plan B or, by actually building out an "outer loop" which bypasses 380 altogether, one which will connect the DNT to 75, TXDOT can develop a much more efficient and cost effective way of alleviating the traffic problems now and in the future.	Mike	Kohl	2513 Pearl Street	McKinney	Texas	75071	[REDACTED]		
3/7/23 19:04	I have two questions regarding the above: 1. What is the estimated cost of both options A & B? Where can we see how these were calculated and what they were based on and assumptions made re inflation etc. 2. According to TXDOTs explanation of funding (see below) "before the Texas Department of Transportation (TxDOT) can make any financial commitment to developing and delivering a project, available funds must be identified". Can you please confirm that these available funds are in place and where they are coming from? I believe transparency is important as Tax payers will, I assume, be picking up the majority of the costs. Thus it is important to understand the impact of both options of both federal and state taxes.  <a href="https://ftp.txdot.gov/pub/txdot-info/fin/funding-brochure-2022.pdf">https://ftp.txdot.gov/pub/txdot-info/fin/funding-brochure-2022.pdf</a>	Paul	Bland	Majestic Avenue	McKinney	Texas	75071			
3/8/23 6:51	I would like to make a comment regarding the U.S. 380 project Segment C. Please go back to Segment D to spare Tara Royal Equestrian Center and all the others effected. Tara Royal is an exquisite property that is a rare find today. The DFW area has lost Preston Trails, Willow Bend, Los Colinas, Dura Mater, Indian Creek, and many more due to development. As a horse owner myself, my two acre place is now surrounded by Bowen road, five Lanes, Arkansas also five Lanes and Pioneer Parkway, six Lanes. There is road noise, pollution and a lot of traffic. There are days when I walk on my pasture with my horses and the exhaust is overwhelming. I was born and raised in Dallas, and I now live in Dalworthington Gardens surrounded by Arlington for 35 years and have	Lainie	Reed	2700 Clover Ln	Dalworthington Gardens	Texas	76015	[REDACTED]		

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	seen a lot of changes. Please leave the magnificent Tara Royal to live on and not to meet with the same fate as a lot of the Dallas Equestrian Centers. Thank-you.									
3/8/23 17:20	Section E was decided before the population density of the Timber Creek, and Erwin farms development increased. Now both developments have section E, essentially running into their backyards. Residents can expect, pollution, noise, and property prices to drop. Even the fly through videos do not show the extent of these two developments. EPA doc: EPA-420-F-14-044 states many health issues living in proximity to freeways, including pulmonary issues in children. Move section E north, use land in Erwin Park. Environmental impact to people and their families needs to be addressed. Building larger roads, just attracts more traffic. There is almost no public transport in McKinney, no rail lines to Dallas. A frequent shuttle service to downtown McKinney would reduce traffic, and benefit business. Give companies who allow McKinney residents to work remote tax breaks, reduce commuter traffic. Zoning plans should include essential services like groceries stores, within approx 5 miles.	Tom	Keenan	4109 Sequoia St	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
3/9/23 0:25	I cannot understand how Option A vs Option B meets any of the criteria for a preferred route for the bypass. First, option B bypasses a larger segment of 380. Second, it represents a more gentle return to 380, resulting in easier traffic flow, higher speeds, so less sitting and polluting at lower speeds. Fewer homes are in the path, and far fewer existing businesses. I believe Option B would represent less traffic hazards for school children driving and bussing from south of 380 to schools north of 380 during the construction. I strongly favor Option B and feel existing properties and businesses should carry more weight than potential future growth. And finally, Option B is far less costly. It could be completed more quickly. Time is money.	Jennifer	Claunch	7012 Allegiance Dr	McKinney	Texas	75071	[REDACTED]		
3/9/23 23:43	I am a resident of Tucker Hill, and I passionately urge you to choose option B over option A. Option A would have a significant negative impact on my community and family. It would dramatically reduce the value of my home, decrease the safety of our neighborhood, and cost the taxpayers of Texas much, much more. Option B impacts significantly fewer homes, leaving less people with a dramatic loss in home value. This is not a trivial thing to consider as a person's home is their greatest asset and can often be the difference between surviving hard times, and financial ruin. The loss of hundreds of thousands of dollars in value could destroy many families. Please consider the individual impact of every homeowner before making your final decision. The best choice needs to be a balance of individual impact, overall cost, and community impact. When all three are added together, Option B is the clear choice. Thank you.	Stacy	Weller	7404 Wescott Lane	McKinney	Texas	75071	[REDACTED]		

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3/10/23 0:50	<p>I am a resident of Tucker Hill and my family adamantly opposes the Segment A preference by TxDOT. The justification is faulty. In your early correspondence, it was clear that Segment B would cost less, was less distance and closed fewer businesses. Taking the alternative route NORTH of 380 farther west is the RIGHT way to proceed.</p> <p>My home and family will suffer being burdened with this "Super Highway" on two sides. Loud, busy and dirty.</p> <p>Main Gate was obviously the biggest advocate of Segment A, but you already conducted a thorough study that determined they would NOT be adversely impacted. I also have a special needs child living in Tucker hill and this bypass should be shifted into the rural north Segment B.</p> <p>What about our home values? We will be forced to leave this community. McKinney needs to stand up to TxDOT and Prosper and make this change!</p> <p>Respectfully, Gary, Stacy and Chloe Metzler 7512 Hanover Street Tucker Hill</p>	Gary	Metzler	7512 Hanover St	McKinney	Texas	75071	[REDACTED]		
3/10/23 2:37	<p>Hello - Can you please reconsider option B? We have lived in Tucker Hill for 7 years and are very concerned about sound and pollution levels from the East Side of option A. Our taxes continue to increase, we are middle class, and we're concerned about higher taxes to fund the lord expensive option A versus option B.</p> <p>Further, if it is not possible to have option B, can you shift the East section heading north further East from Tucker Hill? And can you add sound walls.</p> <p>Thank you for your consideration</p>	Richard	Hanson	2509 Fitzgerald Ave	McKinney	Texas	75071	[REDACTED]		
3/10/23 2:40	<p>The segment of highway between Tucker Hill and Stonebridge has houses roughly equal distance from the current and proposed 380 alignment. Residences on both sides of the highway have a direct line of sight to the proposed roadway. However, a noise barrier has only been proposed on one side of the highway. It is unclear why one side would have more of an acoustic impact vs the other and if sufficient noise analysis has been done and made available to the public. If there is a reasonable justification, results should be made available to the public for independent review and analysis. From the outside looking in, it seems logical that a sound barrier would be needed on both sides of the highway given the similarity of conditions on either side.</p>	Christopher	Thompson	2009 Tremont Blvd	McKinney	Texas	75071	[REDACTED]		



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3/10/23 6:07	As a Tucker Hill homeowner for 10 years, I have several comments to make about the more expensive Option A which will impact our community. I do not understand why the road was moved 100 feet closer to our community from the parcel of land that has not even been developed. Makes me think politics which has effected much of the decision making. Whenever construction begins in front of us, traffic will be a nightmare. With only two exits leaving Tucker Hill, which front 380, it is already hard enough to exit, especially taking a left turn, during the coming and returning to and from work or school. What happens when backed up traffic due to construction prevents the fire department getting here in time to save a house or an ambulance to save a life. Construction will take years to finish if it is anything like the other areas of construction I have witnessed. That's a long time to pray we don't have a community disaster because of it.	Martina	Gistaro	2505 Welty St	McKinney	Texas	75071	[REDACTED]		
3/10/23 14:15	I am a resident of Tucker Hill, live on Grassmere, and back up to the land that the bypass will encroach on. I have recently found out it may be pushed even closer to me to avoid the construction that Billingsley is about to start. I am a single mom and my home is the biggest investment I have. I am staying here forever. Tucker Hill is magical and has been a safe haven for me and my son. This will not only ruin our paradise but also affect my real estate value. I'm begging you all to reconsider this plan. 🙏🙏 Thank you, A Webb 2304 Grassmere Lane Mckinney	Angee	Webb	2304 Grassmere lane	Mckinney	Texas	75071	[REDACTED]		
3/10/23 16:04	I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D. 6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.					Texas				
3/10/23 18:14	I oppose Section C and ask that you reconsider section D for the following reasons: 1) our friends and family who have a horse rescue and multiple young children under age 5 will be displaced. 2) Section C will displace 4X the residents compared to Section D. 3) section C will displace 4X the businesses compared to Section D. 4) Section C displaces 7 Community Resources, where Section D displaces 0. 5) Section C damages one of the largest remaining forests in Collin County, 71% more than Section D.	Jonathan	Adams	3209 Timber Ridge Trail	Mckinney	Texas	75071	[REDACTED]	I_could_benefit_monetarily_or_o	

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	<p>6) Section C is strongly opposed by Texas Parks and Wildlife. 7) Section C also has worse traffic performance.</p>									
<p>3/10/23 18:25</p>	<p>We have lived just south of 380 and slightly west of Ridge for 8 years. We worked hard to pick a neighborhood that was close enough to enjoy access to familiar places we were comfortable with (moved from north Plano), but where we could enjoy the uniqueness of McKinney. We specifically chose the far north end of the city so we could live in relative peace and quiet and enjoy seeing the beautiful Texas stars each night.</p> <p>Our particular lot was specifically chosen only after verifying that nothing could ever be built directly across the street from our part of the street. That land is owned by the neighborhood and is a dog park.</p> <p>We understand McKinney is growing. We enjoy much of the new growth around us.</p> <p>The traffic on 380 isn't sustainable in the current state, but of all of the plans to improve or bypass it, this particular plan makes the least sense. It displaces many more homes and businesses. Manegate will likely still need to relocate because of noise.</p> <p>Find another way.</p>	<p>Karen</p>	<p>Denton</p>	<p>6609 Valley View Dr</p>	<p>McKinney</p>	<p>Texas</p>	<p>75071</p>	<p>[REDACTED]</p>		
<p>3/10/23 19:48</p>	<p>In regard to Segment A vs Segment B, the comparison used for the recommendation is deficient because it does not address the impact to traffic on US 380 during the period of construction. Segment B can be built from the NE to the SW, with the tie-in to the existing US 380 right of way occurring at the final stage of construction, thus allowing traffic to flow normally for the majority of the project. By comparison, Segment A impacts a much longer extent of existing roadway, necessitating a substantial impact to traffic during the build phase.</p> <p>Since the purpose of the project is to alleviate a major traffic bottleneck, the feasibility comparison cannot be complete without a comparison of the impact of the project's execution on the end it pursues. The absence of this comparison in the draft EIS are substantial grounds to revisit the decision.</p> <p>As is the \$200M more in cost. If A is chosen which I reject, we'd like sound walls, depressed roadway. Low speed on the frontage road.</p>	<p>Alex</p>	<p>Milano</p>	<p>2604 Addison St</p>	<p>Mckinney</p>	<p>Texas</p>	<p>75071</p>			

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3/10/23 19:56	I do not accept option A. I do not want option A - full stop. It is a poor decision. B is Less impactful all around and less expensive. It really makes little to no sense why A was chosen. If A is chosen, I'd like to see sound walls in front of tucker hill and along the east side of TH. I'd like to see slower speed limits on the frontage road and the bypass. Depressed roadway. Trees planted. I'd like the city to give the streets to TH and to maintain them as if they were city streets but by passing ownership allow us to turn Tucker Hill to a gated community avoiding the inevitable increased traffic from people who have no business entering the neighborhood. Helping with criminal activity along a major highway.	Kim	Milano	2604 Addison St	McKinney	Texas	75071			
3/11/23 18:46	I live in on off the communities that is going to be impacted for this project, I completely oppose to segment A. Our lives will change dramatically if segment A is built. Yes to segment B!	Mildred	Salas		McKinney	Texas	75071			
3/12/23 22:38	TXDOT has unfortunately selected the Blue alternative for the highway 380 expansion/bypass project. To my understanding, it seems TXDOT has made the illogical choice due to a variety of reasons. The blue alternative, specifically segment A of such alternative, is more costly than segment B by approximately \$200 million, is more environmentally impactful than segment B, affects more homes and businesses, future and existing developments(some of which TXDOT fails to consider), and decreases the quality of life for the 36,000 homeowners in Stonebridge Ranch by increasing noise in park available to all Stonebridge Residents, residents of Tucker Hill, and the future residents of the Chase at Wilson Creek Multi Family homes which TXDOT fails to recognize broke ground before the new year and will displace ALL of those residents . Therefore, TXDOT must reconsider choosing an alternative with Segment B, Choose the No build alternative, or Modify Segment A so more of it will be below grade.	Peter	Stuckmann	8000 Castine Drive	Mckinney	Texas	75071	I_could_benefit_monetarily_or_o		<a href="#">Attachment</a>
3/12/23 23:36	I am reaching out to express my opposition to the 380 segment A. I am a resident of Tucker Hill and I am passionate about keeping the charm and architectural beauty of this statement neighborhood of McKinney. It is the embodiment of the "Unique by Nature" slogan that McKinney touts. Segment B is much less expensive and invasive. The city of Prosper created a loud voice against segment B without knowing the true facts about costs and the loss of businesses that are easily relocated. Tucker Hill is a hidden gem whose voice is considered the underdog. Please help preserve our wonderful wildlife ( like our resident roadrunners) , our noise levels and our air quality. Thank you for your thoughtful consideration Leslie Allcorn 7312 Ripley St	Leslie	Allcorn	7312 Ripley St	McKinney	Texas	75071			
3/13/23 1:36	Attachment	Ellen	Landel	2105 Tremont Blvd	McKinney	Texas	75071			<a href="#">Attachment</a>

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3/13/23 4:02	<p>I firmly believe that all resources should be placed towards creating an appropriately planned and executed Outer Loop (sized for future growth!) as well as north/south thoroughfares feeding the Loop.</p> <p>However, IF a 380 bypass is to be developed the choice is clear ... Segment B! The decision between choosing Proposed segment A vs Proposed segment B CANNOT be based on public opinion regarding the MainGait Horse facility!! ALL points of comparison between the 2 proposed options make choosing Segment B the OBVIOUS route (based on COST, engineering feasibility, safety of route, traffic flow addressing the congestion at the intersection of 380 &amp; Custer, impact to existing neighborhoods vs undeveloped land, utility complications,). At some point, the "popularity" &amp; public campaign of ManeGait HAS to be set aside and facts need to be the deciding factors. Segment B makes sense!!</p>	Cathy	Garrett		McKinney	Texas	75071			
3/14/23 20:24	<p>Mr. Endres, With high respect, I ask that you consider my comments below, regarding the 380 bypass. As a homeowner and citizen of the City of Mckinney, Texas, I strongly oppose the construction of Segment A (in Blue and Purple alternatives) and strongly support the construction of Segment B (in the Brown and Golden Alternatives), as proposed by TxDOT for the US380 bypass from Coit Road to FM1827.</p> <p>The main reasons for opposing segment A are:</p> <ul style="list-style-type: none"> <li>• About \$100 usd million more cost for taxpayers, at least</li> <li>• 57% more impact to natural wetlands and wildlife</li> <li>• Negatively impacts Tucker Hill, Ridgecrest and Stonebridge Ranch neighborhoods</li> </ul> <p>The main reasons for supporting segment B are:</p> <ul style="list-style-type: none"> <li>• Requires 73% fewer displacements of business and residential properties</li> <li>• Avoids costly reconstruction of the intersection at US380 and Custer Road</li> <li>• It is 14% shorter, saving time and money</li> </ul> <p>Thanks for your time and your consideration, Regards Samuel De Leon Caballero 6421 Falcon Ridge Ln, McKinney, Tx, 75071</p>	Samuel C	De Leon Caballero	6421 Falcon Ridge Ln	McKinney	Texas	75071	[REDACTED]		
3/14/23 20:56	<p>As a homeowner and citizen of McKinney, Texas, I strongly support the Project 380 Segment B bypass alignment option. This option appears to reduce pressure on a larger portion of US 380 and be less disruptive having been adjusted to minimize existing developed or sensitive areas. My understanding, the current estimate is \$99 million less than Segment A. Segment B completely avoids a large interchange and overpasses for Stonebridge Drive and Custer Road along with associated water duct infrastructure and the long-term maintenance cost for future generations as they age. Segment B allows for less destruction and replacement of the existing 380 infrastructure investment. Segment B enables high future growth to move traffic flow safely, minimize air quality and other environmental impacts in already developed dense residential single and multi-family housing areas. It also appears to enable long term economic</p>	Dale	Hoenshell	7433 Ardmore St	McKinney	Texas	75071	[REDACTED]		

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	growth while splitting the disruption to a small area of Prosper and McKinney.									
3/14/23 22:52	<p>Mr. Endres,</p> <p>As a homeowner and citizen of the City of McKinney, TX, I strongly oppose the construction of Segment A for the US380 Bypass from Coit Road to FM1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, impact fewer business and residential properties and result in less overall disruption to more than 36,000 Stonebridge Ranch residents and several thousands of citizens throughout McKinney. Respectfully, I strongly urge you to implement Segment B as the preferred option for the US380 Bypass from Coit Road to FM1827.</p> <p>Sincerely,</p> <p>Alejandra Quiroga De De Leon 6421 Falcon Ridge Ln McKinney, TX, 75071</p>	Alejandra	Quiroga De De Leon	6421 Falcon Ridge Ln	McKinney	Texas	75071	[REDACTED]		
3/14/23 22:54	<p>NO to Segment A</p> <p>Mr. Endres,</p> <p>As a homeowner and citizen of the City of McKinney, TX, I strongly OPPOSE the construction of Segment A for the US380 Bypass from Coit Road to FM1827. Furthermore, I understand TxDOT has an existing option, Segment B, that will cost less, reduce the tax burden on McKinney residents, impact fewer business and residential properties and result in less overall disruption to more than 36,000 Stonebridge Ranch residents and several thousands of citizens throughout McKinney. Respectfully, I strongly urge you to implement Segment B as the preferred option for the US380 Bypass from Coit Road to FM1827.</p> <p>Sincerely,</p> <p>Alejandra Quiroga De De Leon 6421 Falcon Ridge Ln McKinney, TX, 75071</p>	Alejandra	Quiroga De De Leon	6421 Falcon Ridge Ln	McKinney	Texas	75071	[REDACTED]		
3/15/23 0:16	It's incredibly disappointing that TxDOT would choose section A over B. It makes no sense!! 3 homes and a non profit should not get in the way of literally millions of travelers and the commute of millions of people in our community. Please reconsider route B. This is the best route for the entire county, not .001% of the population.	Brandon	Rojas	601 Lake Livingston Trl	Mckinney	Texas	75071	[REDACTED]		
3/15/23 1:09	My family and I have been living in McKinney since 1999, we are VERY excited in this new prospective highway - however we are fans of the Route B originally presented.	L	R	2523 Lakeside Dr.	McKinney	Texas	75071			

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3/15/23 11:57	Comment uploaded	Mike	Skorz	5900 Augustine Rd	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
	<p>I DO NOT support the current TxDot decision</p> <p>An increase in sound will happen; my home is on the back of Tucker Hill and I can hear the noise from 380. There is a stop light that slows traffic but now it will be an 8 lane freeway with more sound. It will also be located close to current homeowners whose lives/homes are in danger WHEN there will be an accident that causes trucks/cars to fly/veer off the road.</p> <p>Tucker Hill is the unique of ALL neighborhoods in Collin County. It is a front porch community where families enjoy outside leisure time and exercise - something our country is losing so please don't take healthy activities away.</p> <p>Tucker Hill is a Christmas destination as families in the surrounding area come to view the Christmas lights! It is a constant stream of cars during the holiday season.</p> <p>Only one entrance - how will this be safe with an 8 lane freeway in front of this entrance?</p> <p>380 bypass is more expensive</p>									
3/15/23 13:46	There are other options - this is a VERY poor choice	Carol	Ownby	7600 Hanover Street	Mckinney	Texas	75071	[REDACTED]		
3/15/23 14:03	Attachment	Tara	Lenney	7504 HANOVER ST	MCKINNEY	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
3/15/23 14:03	Attachment	Steven	Lenney	7504 HANOVER ST	MCKINNEY	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
3/15/23 15:03	<p>As a McKinney resident, I find TXDOT's recommendation of Segment A vs. Segment B fiscally irresponsible to the taxpayers and places an unsupportable financial burden on the City of McKinney and its taxpayers!!</p> <p>Findings of the Environmental Impact Study should have led to selection of Segment B.</p> <p>No businesses displaced, rather than 15 current businesses displaced in Segment A.</p> <p>2 rather than 7 major utility conflicts in Segment A</p> <p>No hazardous material sites impacted, rather 2 in Segment A.</p> <p>Nearly twice the impact to rivers and streams; ½ mile vs. 1 mile</p> <p>Segment A impacts more than 30 irreplaceable Heritage trees, aged over 150 years.</p> <p>Segment B saves over \$150 million dollars for Collin County Taxpayers vs. Segment A</p> <p>\$153M in right of way costs, rather than \$198M in Segment A.</p> <p>\$25M in utility relocation costs, rather than \$75 in Segment A.</p> <p>\$588M in design and construction costs rather than \$608M in Segment</p>	Clay	Yonts	2601 Addison St.	Mckinney	Texas	75071	[REDACTED]		

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	A. \$40M savings in utility relocation for the City of McKinney.									
3/15/23 16:22	<p>Less environmental impact. Less impact on surrounding businesses. Less expensive. It confounds me why TxDOT's preference is for Segment A as opposed to B. That huge massive bedrock at the front of Tucker Hill will skyrocket the proposed Segment A's actual cost.</p> <p>I have not seen any type of clear cut reason why A is the preferred route, but often times politics get in the way and the little people have no power against those with money.</p> <p>While I haven't accepted that A is the winner, I do want to make sure that everyone involved has the best interest in mind of those who are more closely affected, namely those who reside in Tucker Hill. Sound walls, a natural tree-line sound barrier. McKinney, after all, is supposedly unique by nature.</p>	Nam Quan	Nguyen	7200 Ripley Street	Mckinney	Texas	75071	[REDACTED]		
3/15/23 17:00	Proposed Plan "A" is a horrible plan...wasted tax payers money plus disrupting over 350 homeowners needlessly. This was a last minute change based only on who was going to profit the most, not on the current homeowners or taxpayers in general.	Tim	Himes	2021 Tremont Blvd	McKinney	Texas	75071	[REDACTED]		
3/15/23 17:10	The Blue option is the most logical choice (A,E,C). Thank you for taking the time to consider and reduce the impact to Maingate and Prosper as a whole. We looked at homes in Mckinney's Tucker hill back in 2013 but decided we didn't want to live on a main highway. Those residence made a choice to be next to a major highway. We made a choice to be away from the highway. We pay a penalty by having to drive further and through more traffic but it's the choice we made and we stand by it. I still feel strongly that this entire activity is to give Mckinney better access to land they want to develop and will do very little to curb traffic through McKinney. People won't go north to go south. (Denton, Tyler, FortWorth) all have examples where this type of project didn't help with traffic in the desired areas.	James	Martin	4280 Wilson Creek Trail	Prosper	Texas	75078	[REDACTED]		

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3/15/23 17:48	Dear TXDOT... Please, please for the love of all that is good... keep alignment A or widen 380 to alleviate congestion on HWY 380. Please do not punish Prosper for McKinney's mistake of not planning for future growth. I hate to hear of any neighborhoods being harmed or destroyed by a bypass. I think the most kind option is widening 380. Alignment A is the second least harmful option if a bypass is mandatory. I am saddened by what seems to be little regard for neighborhoods that did not build on a highway being harmed or destroyed. Peoples homes are their sanctuary. Be kind to the homeowners and the wetlands. A bypass doesn't really align with the Nature part of McKinney's Unique by Nature motto. Not to mention the Mayor being a developer seems like a conflict of interest when it comes to what is in the best interest of it's citizens. Prosper has planned for widening of 380.. please don't punish us. Blessings.... I know this has been a challenge.	T	Pennington	420 Whitley Place Drive	Prosper	Texas	75078	[REDACTED]		
3/15/23 18:20	The segment analysis matrix does not specify the difference in "Improve Safety" between the different segments.  Specifically, when looking at the difference between Segment A and Segment B, there is a big difference in the curvature of the road. Two almost 90 degree turns (such as the one I marked on the map) will have a significant impact on the costs - especially from accidents - between those two segments, but it is not clear where in your analysis that comparison was taken into account.  Every big significant curve like that in Segment A will have significant traffic issues / accidents much more consistently than a straighter, more gentle curve. For example, the US 121 around DFW often has backups from an accident or people slowing down due to the curve. The Capital Beltway around DC is another good example.  I just want to ensure/understand how that was taken into account.  Thank you for your consideration and for all the hard work you and your team are doing.  Logan Schultz	Logan	Schultz	5024 White Spruce Dr	McKinney	Texas	75071	[REDACTED]		
3/15/23 21:05	agree with the proposed plan— keep 380 on 380 in Prosper, Texas	JC	Diaz	4040 Teton Place	Prosper	Texas	75078	[REDACTED]		
3/15/23 21:43	I oppose Route C of the 380 Bypass in North Texas.	L	P			Texas				
3/15/23 22:36	Hi! I do not support section E and would instead prefer the existing 380 section F.	Kimm	Sinho	4400 Knollview dr	Plano	Texas	75024	[REDACTED]		



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3/15/23 22:57	<p>TxDOT made absolutely the right call with this latest iteration of a by-pass that goes through the unbuildable land just east of the Tucker Hill community. Don't cave in to the many residents of Tucker Hill (or McKinney government officials) who simply don't want the by-pass to close to their neighborhood. McKinney didn't want to widen US Hwy 380 nor sink a new Hwy 380 below ground level (like US Hwy 75 near SMU), so the by-pass through McKinney became the only reasonable alternative. Good call!</p> <p>Kenneth E. Seguin Colonel (Retired), USAF</p> <p>Immediate Past President Whitley Place HOA Prosper, TX</p>	Kenneth	Seguin	320 Yosemite Drive	Prosper	Texas	75078	[REDACTED]		
3/16/23 13:45	<p>I am continuing my support for Segment A and my opposition to segment B. As Segment A meets the project needs and purpose. Prosper has continued to plan and build our community with the intention of 380 brewing a freeway and has planned our growth accordingly.</p>	M	Strommer	1001 Cliff Creek Dr	Prosper	Texas	75078	[REDACTED]		
3/16/23 15:28	<p>I understand the need for some relief on Hwy 380 for current and future traffic capacity. I live in Tucker Hill and feel that the option that passes directly in front of our neighborhood is the worst possible option. Option B would disrupt the least amount of business and homes and cost millions less. Please revisit all available options and select Option B.</p>	Frank	Etier	2601 Tremont Blvd	Mckinney	Texas	75071	[REDACTED]		
3/17/23 0:49	<p>I am writing to support the selection of Segment A for US HWY 380's direction. For the many reasons stated above on this site, it simply makes the most sense and is the least impactful all around. Thank you for your consideration.</p>	Rob	Stogsdill	3750 Dogwood Drive	Prosper	Texas	75078	[REDACTED]		
3/17/23 1:01	<p>I strongly oppose the Segment "B" option. The proper route is Segment "A" east of Tucker Hill and this decision should remain as supported by the EIS.</p>	Nancy	Stogsdill	3750 Dogwood	Prosper	Texas	75078	[REDACTED]		
3/18/23 18:24	<p>I am confused by how this winding loop around McKinney improves mobility. US 380 is not a major highway, it has a history of being a highway, but its just a city street now. You've done a poor job of explaining the problem you are trying to solve. The road has a lot of cars, but that is not because it needs to be rerouted, its because its the only E/W option. Collin County Outer loop (just 5 miles north of your proposal), would be a better use of public funds. Extending Wilmeth and Bloomdale to Prosper would ease 380 traffic. Building Laud Howell as a option between the tollway and 75 would be a better use of public funds. There are many other options to help alleviate US380 and improve mobility in and around McKinney. The problem with 380 in McKinney is that there is no other route from East Collin County to West Collin County. This proposal does not solve that problem, look at diverting funds to other already planned E/W projects to provide more options for drivers.</p>	Brad	Davis	1065 Chambersville Road	Weston	Texas	75009	[REDACTED]		

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3/18/23 21:15	My full comment is attached. It is only 5 pages in length including a map. Statement of position: Segment C affects our family farm by destroying the peaceful setting. It affects us most by destroying the homes of several of our neighbors and disrupting the community of neighbors. Many neighbors will be forced to move; others will be on the opposite side of a freeway. Segment C also destroys and disrupts a couple of communities along FM 2933. Segment D in comparison affects one community on Woodlawn Road and does not put neighbors on opposite sides of the freeway. If Segment D were moved just a few hundred feet to the east it could avoid destroying any homes along Woodlawn Road. Without modification Segment D has far fewer disruptions and displacements of both residences and businesses. I oppose Segment C. I support Segment D with a preference for a modified Segment D to avoid displacing residences along Woodlawn Road (unless that community would prefer it unmodified).	Paul	Borchard	P.O. Box 354	McKinney	Texas	75070	[REDACTED]		<a href="#">Attachment (combined)</a>
3/18/23 21:55	Attachment	Mary	Borchard	2161 Borchard TRL	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
3/19/23 6:18	We are in support of TX DOT's recommended highway/380 By-Pass location along Segments A, E, and C. We live in Prosper less than 0.5 miles west of FM 2478/Custer Road and 0.5 miles south of FM 1461/Frontier Parkway. As such, segments A and E represent the BEST solution for location of the 380 By-Pass for Prosper as well as McKinney. Based upon feedback from some home/land owners along Segment C we would only ask that Tx DOT does it due diligence to insure that it also selects the BEST alternative between C and D for both the land/home owners, the neighborhoods, Collin County, and the State. Based upon what we know (and we don't live along Segment C), we would support Tx DOT on Segment C also after farther investing any other alternatives between Segment C and Segment D. George and Barbara Dupont 1400 Harvest Ridge Lane Prosper, TX 75078	George E and Barbara A	Dupont	1400 Harvest Ridge Lane	Prosper	Texas	75078	[REDACTED]		
3/19/23 20:40	As residents of the Tucker Hill Community in McKinney we are 100% AGAINST the preference of Segment A for the 380 Bypass Project. Your plan to build this highway right next to our community is DISGRACEFUL. You will completely disrupt our lives and ruin the peace and tranquility of the ONE AND ONLY PORCH community in McKinney. Your project will RUIN the air quality in our neighborhood both during construction and decades after with the close proximity of traffic. And, you have yet to confirm adding a sufficient sound barrier to reduce noise levels. As it is we can hear noise from the vehicles traveling on 380 - 24 hours a day. We cant imagine how much worse it will be with a large highway practically on top of us. You have OTHER choices - DO THE RIGHT THING bbefore you move ahead ruining our neighborhood!	Janet	Magana	7501 Townsend Blvd	McKinney	Texas	75071	[REDACTED]		

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3/19/23 20:44	I am a resident of Prestwyck & I would like to comment about the design change to 380 & Prestwick Hollow Dr. I support the original design with an underpass of 380 at Prestwick. First when parents drop their children off at Hughes Elementary, which is located off Prestwick Hollow, they will no longer travel to 380 to go westbound, instead they will travel to Coit road to do so. Coit is very congested, especially during school hours. Without a traffic light at Coit & 380, it would be difficult to handle the additional traffic at this intersection, as the proposal is to limit the amount of traffic at 380 & Prestwick, if the proposed design change stands. Second, if a way to cross 380 at Prestwick is removed, then the connection to the proposed Market Street grocery (NE Coit & 380) would be limited by pedestrian or bicycle access. Third, there isn't a deceleration lane on Eastbound 380 at Prestwick, which will now be the only way to turn at this intersection. Please keep the old design	Chris	Price	901 Avian Dr	McKinney	Texas	75071	[REDACTED]		
3/19/23 20:45	I am a resident of Prestwyck & I would like to comment about the design change to 380 & Prestwick Hollow Dr.  I support the original design with an underpass of 380 at Prestwick. First when parents drop their children off at Hughes Elementary, which is located off Prestwick Hollow, they will no longer travel to 380 to go westbound, instead they will travel to Coit road to do so. Coit is very congested, especially during school hours. Without a traffic light at Coit & 380, it would be difficult to handle the additional traffic at this intersection, as the proposal is to limit the amount of traffic at 380 & Prestwick, if the proposed design change stands. Second, if a way to cross 380 at Prestwick is removed, then the connection to the proposed Market Street grocery (NE Coit & 380) would be limited by pedestrian or bicycle access. Third, there isn't a deceleration lane on Eastbound 380 at Prestwick, which will now be the only way to turn at this intersection. Please keep the old design	Chris	Price	901 Avian Dr	McKinney	Texas	75071	[REDACTED]		
3/19/23 21:44	No to segment A, yes to B.	David	S			Texas				
3/19/23 22:13	I want to voice my support, again, for Route A. To quote TXDOT's own EIS report: 1) It would require the least amount of now right of way. 2) It would not displace any community facilities (Such as ManeGait, an organization of the utmost importance) 3) Results in the least number of noise receptors 4) Be the least impactful on flood plains and regulatory floodways 5 )Minimize the conversion of farmland 6) Meet the project Purpose and Need. Additionally, Prosper has continued to develop as a master planned community with the idea that US380 would be a freeway. Changing the route to cut through a significant portion of Prosper would disproportionately affect the Town of Prosper's commercial real estate and new developments which support its tax base. This would in turn have other down stream effects on Town parks, schools, students, teachers, and residents. I implore you to make a final decision regarding this bypass and stick with the A route as recommended by TXDOT's own EIS study.	Amy	Roller	521 Whitley Place Drive	Prosper	Texas	75078	[REDACTED]		

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3/20/23 5:33	After reviewing the engineering studies, EIS study, and additional resources, I agree with the alignment of Segment A. It will allow many valuable areas to remain or still be usable without close proximity to the highway. This includes the planned Rutherford Park in Prosper, the planned PISD Science and Learning Center, and existing Mane Gait Therapeutic Rehabilitation Horse Center. As well it allows the many community housing developments that are already in construction or pre-construction to continue.	Dmitry	Savy	4201 Pine Needle Court	Prosper	Texas	75078	[REDACTED]		
3/20/23 16:47	Dear Mr. Endres,  As a resident of the Tucker Hill community, I am very concerned that the TxDOT is considering Segment A for the 380 proposed route. It is my understanding that this is the more expansion route option that would adversely impact more businesses and residents than the alternative Segment B. Segment A would also have a greater tax burden for the McKinney community.  Segment B is the best option which reduces costs, has the smallest impacts.  Regards, Daniel Konieczny	Daniel	Konieczny	7400 Townsend Blvd	McKinney	Texas	75071	[REDACTED]		
3/20/23 17:08	Attachment	Andrew	McCaffrey	3440 Spicewood Drive	Prosper	Texas	75078	[REDACTED]		<a href="#">Attachment</a>
3/20/23 18:26	Hello. I am writing to voice my opinion for choosing OPTION B. B is a far better solution for the city of McKinney. It is beyond reason that OPTION A, a route so close to residential neighborhoods, is the current front runner. Not only will OPTION A cause increased noise and traffic to Tucker Hill, one of the city's most unique neighborhoods, it will be far more expensive. The Tucker Hill neighborhood pool was exponentially more expensive than planned because of the bedrock that lies below the soil. It is truly absurd that McKinney continues to stand behind the slogan "Unique by Nature" and then suggests bulldozing a neighborhood's green space and disrupting a residential area. B is less expensive and will cause less of an environmental, noise, and traffic impact. It's clear that some residences' voices are louder than others. Namely those owning a horse ranch (and formally a builder). And this is unconscionable. OPTION B is clearly the better choice. A should no longer be considered.	G	Nguyen	7200 Ripley St	McKinney	Texas	75071	[REDACTED]		
3/21/23 2:16	Why would segment A be selected over segment B when it almost \$200,000,000 more. Even the shift is around \$100,000,000 more. A lot of the development over the last 5 years will need to be relocated. Property values for Stonebridge ranch, Tucker hill and Ridgecrest will be impacted negatively.	Randy	Shaver	805 Eagle Ridge Ct	MCKINNEY	Texas	75071	[REDACTED]		

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3/21/23 13:28	Good Morning, My wife and I own what I believe is property 183 on your site plan on the North side of Tucker Hill. I'm writing to ask that you make a small adjustment to your plan. Our property line on the north side is basically where the bridge for your service road is going to begin. All I'm asking is that you push the beginning of the bridge about twenty feet to the south to allow me to put an entrance to our property. My family has lived in McKinney for over 100 years and I thought I had a place for the next 100 but this is throwing a wrench into that plan. But driving on 380 everyday myself I know it's needed. We have tried to take this whole process in stride, but it's been pretty tough to swallow as you can imagine. I have attached a photo with the location circled. Hopefully this small request will be a lot easier to be made if we can take care of it before the project moves forward. Thank you for your time. John Gidney	John	Gidney	7105 Winstanley lane	Mckinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
3/22/23 1:48	I don't see the need of doing any work on 380 East of Custer Rd. The growth that has been projected for Collin County is going to be primarily in Prosper, Celina, and Frisco and this is where the roads need to be expanded, etc. The growth projections themselves are incorrect as the percentage increases of the past couple of years are not sustainable. I view Hwy. 380 in a similar vain as Northwest Hwy in Dallas and there was never a push to turn it into a major highway.	Kyle	Voigt	2321 Tremont Boulevard	Mckinney	Texas	75071	[REDACTED]		
3/22/23 14:41	On behalf of 310 Prosper, LP and 104 Prosper, LP, I am submitting comments in support of TxDOT's selection of the Blue Alternative as its Preferred Alternative for the US 380 McKinney Improvements from Coit Road to FM 1827. Specifically, we support TxDOT's selection of Segment A over Segment B for the reasons stated in the EIS and TxDOT's presentation. We are also supportive of the minor design changes under consideration for final design. Thank you.  Douglas Mousel [REDACTED]	Douglas	Mousel	5850 Granite Parkway, Suite 100	Plano	Texas	75024	[REDACTED]		
3/23/23 4:15	I oppose Segment A Segment B saves over \$150 million dollars for Collin County Taxpayers vs. Segment A \$153M in right of way costs, rather than \$198M in Segment A. \$25M in utility relocation costs, rather than \$75 in Segment A. \$588M in design and construction costs rather than \$608M in Segment A. \$40M savings in utility relocation for the City of McKinney.	Lorraine	Bland		Mckinney	Texas	75071	[REDACTED]		

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3/23/23 15:37	<p>To Mr. Stephen Endres and those it concerns,</p> <p>I am a McKinney business owner, a Prosper homeowner and a daily commuter on 380 and I SUPPORT SEGMENT A ONLY for the 380 bypass option. My family and I are in a unique position because we can see this from both McKinney and Prosper viewpoints and opinions. However, when reviewing the detailed information TXDOT has provided all citizens of both cities and after reviewing the DEIS, Segment A is 100% clearly the best and only option for everyone's futures. Let's use our collective common sense and stand with the DEIS study that clearly shows Segment A as the most viable option and put this issue to rest. I ask you to NOT punish the many because of a few! Citizens in every town and subdivision along the 380 corridors are upset and being pitted against one another because of this expansion project.</p> <p>Please Do The Right Thing! Finalize Segment A as the final decision, close discussions and let's all move forward.</p> <p>Respectfully, Steven Clay</p>	S	C	4120 Chimney Rock Dr	Prosper	Texas	75078	[REDACTED]		
3/23/23 15:42	<p>Dear Mr. Stephen Endres and those it concerns,</p> <p>I am a McKinney business owner and I SUPPORT SEGMENT A ONLY for the 380 bypass option. My family and I are in a unique position because we can see this from both McKinney and Prosper viewpoints and opinions. However, when reviewing the detailed information TXDOT has provided all citizens of both cities and after reviewing the DEIS, Segment A is 100% clearly the best and only option for everyone's futures. Let's use our collective common sense and stand with the DEIS study that clearly shows Segment A as the most viable option and put this issue to rest. I ask you to NOT punish the many because of a few! Citizens in every town and subdivision along the 380 corridors are upset and being pitted against one another because of this expansion project.</p> <p>Finalize Segment A as the final decision, close discussions and let's all move forward.</p> <p>Respectfully, Dream Street Developers, LLC.</p>	D	S	2001 Central Cir	McKinney	Texas	75069	[REDACTED]		

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3/24/23 15:08	<p>Mr. Endres, Writing to support the TxDOT recommendation of the 380 bypass being placed in McKinney, east of Prosper city limits. As noted in TxDOT's own EIS report, this placement is advantageous for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Requires the least amount of right of way</li> <li>2. Would not displace any community facilities. (Numerous residential and commercial facilities that are already present or in construction would be negatively impacted if bypass cut through Prosper. This disproportionately impacts Prosper and our potential tax basis given that Prosper is of significantly diminished size compared to McKinney, who can absorb the tax impacts much easier.)</li> <li>3. Result in the least number of noise receptors</li> <li>4. Be least impactful on flood plains.</li> <li>5. Meet the project Purpose and Need.</li> </ol> <p>Please make a final decision to keep bypass in McKinney. Do not let political pressure (Keith Self, allegedly) sway your decision to benefit a handful while negatively impacting tens of thousands. Thank you.</p>	Angela	Moss	3831 Glacier Point Ct	Prosper	Texas	75078	[REDACTED]		
3/26/23 15:55	<p>We began building a home in Erwin Farms in August 2022. Some months after beginning the building we came found out about the 380 bypass. There was no signage showing a proposed 8 lane freeway + 4 lanes of access that we be next to our neighborhood. Now we are less than 2000 feet from the freeway. We would never have bought there had we known there was going to be a major freeway there. We don't understand why it is not being built north of Erwin Park where there is less development at this time. Why is not the Collin County Outer Loop used which is labeled as a designated loop as traffic by pass. It was started over 10 years ago which probably already has right of ways. We think the proposal of putting a by-pass in the middle of existing and in progress neighborhoods (i.e. Painted Tree, Erwin Farms, Timber Creek) is not in good faith and undermines the trust of the community that the TXDOT, City of McKinney and the developers have for the welfare of their constituents.</p>	Richard	Crookston	3212 Marginal Drive	McKinney	Texas	75071	[REDACTED]		
3/26/23 16:11	<p>In August 2022 we signed a contract and paid earnest money to build a home in Erwin Farms. Only later did we learn that TXDOT was proposing an 8-lane highway (+ 4 access lanes) directly north of our neighborhood, 2000 feet from our new home. Nowhere in the area are there signs of the proposed highway. This also was not addressed by our builder.</p> <p>Why is TXDOT building a highway through new neighborhoods and why is development continuing these areas? The 380 bypass could be built farther north where there are fewer homes and neighborhoods. Or the Collin County Outer Loop could be finished and used to divert traffic from Highway 380.</p> <p>I don't believe that TXDOT, the city of McKinney, or the developers are acting in good faith or are concerned about the well-being of the citizens of the affected areas.</p>	Rebecca	Crookston	3212 Marginal Drive	McKinney	Texas	75071	[REDACTED]		

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3/26/23 17:54	Segment A is a disaster and will make living in the La Cima neighborhood a nightmare. Officials at the meeting table completely disregarded any of the valid concerns we had, but also could not provide any benefits specifically to those living in La Cima. Right now it takes 9 minutes to drive to Costco on a good day. With this, my calculation (based on the provided plans) puts that same drive at 23 minutes on a good day. This is supposed to alleviate time spent on 380, not add to it for residents of La Cima, who specifically chose this neighborhood for its proximity to 380. The impact to property values surely would not be positive, and if our neighborhood group webpage is to be believed, protests for compensation are not out of the question. Leave La Cima out of this. Why not build a few miles up along fm1468? It's a straightshot up there and virtually nobody would be impacted.					Texas			I_could_benefit_monetarily_or_o	
3/27/23 18:36	Please stop the expansion of 380!!! 6 lanes is more than enough and increasing the capacity only hurts the citizens of Prosper. Continuing to push for the expansion is clearly a political mission and has nothing to do with residents and their well being.	Sara	Austin		Prosper	Texas				
3/27/23 21:08	Dear Mr Endres Building the bypass using Option B will not solve the traffic issues along 380 to 75 where the biggest backups occur n McKinney. The construction and road pollution will cause health problems and birth defects for those in close proximity. Why are horses for therapy more important than people who live 24/7 in homes surrounded by this Option B? Main Gate was offered a place to move and they refused. How does one entity or individual have this much power with TxDot? The additional cost, displacement of more homes and businesses should absolutely be considered in this decision. Option A has clearly been stated to be millions less in cost than Option B with less displacements. How can TxDot justify this decision? Please consider another Option for 380 or no bypass at all. The new Universal Studios on 380 in Frisco will change or make the current Option B obsolete.	Diane	Reynolds	7416 Ardmore St	Mckinney	Texas	75071	████████████████████		
3/27/23 23:43	I don't have a copy of my previous comment, but I think I wrote option b, but option A is the one going around Tucker Hill. Option A is the one I oppose for the reasons previously listed. Sorry for the confusion!	Diane	Reynolds	7416 Ardmore St	Mckinney	Texas	75071	████████████████████		
3/28/23 17:18	I firmly believe that all resources currently being allocated to a proposed 380 Bypass should be placed towards creating an appropriately planned and executed Outer Loop (sized for future growth!) as well as north/south thoroughfares feeding the Loop.  However, IF a 380 bypass is to be developed the choice is clear ... Segment B!  The decision between choosing Proposed segment A vs Proposed segment B CANNOT be based on public opinion regarding the MainGait Horse facility!! ALL points of comparison between the 2 proposed options make choosing Segment B the OBVIOUS route (based on COST, engineering feasibility, safety of route, traffic flow addressing the congestion at the intersection of 380 & Custer, impact to existing neighborhoods vs undeveloped land, utility complications,). At some	Cathy	Garrett	7313 Darrow Drive	McKinney	Texas	75071	████████████████████		



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	point, the "popularity" & public campaign of ManeGait HAS to be set aside and facts need to be the deciding factors. Segment B makes sense!!									
3/28/23 17:19	<p>I firmly believe that all resources currently being allocated to a proposed 380 Bypass should be placed towards creating an appropriately planned and executed Outer Loop (sized for future growth!) as well as north/south thoroughfares feeding the Loop.</p> <p>However, IF a 380 bypass is to be developed the choice is clear ... Segment B!</p> <p>The decision between choosing Proposed segment A vs Proposed segment B CANNOT be based on public opinion regarding the MainGait Horse facility!! ALL points of comparison between the 2 proposed options make choosing Segment B the OBVIOUS route (based on COST, engineering feasibility, safety of route, traffic flow addressing the congestion at the intersection of 380 &amp; Custer, impact to existing neighborhoods vs undeveloped land, utility complications,). At some point, the "popularity" &amp; public campaign of ManeGait HAS to be set aside and facts need to be the deciding factors. Segment B makes sense!!</p>	Cathy	Garrett	7313 Darrow Drive	McKinney	Texas	75071	[REDACTED]		
3/29/23 4:21	<p>Tucker Hill is a FRONT PORCH Living Community! Residents chose to live here for the peace &amp; tranquility it offers. Segment A flanks Tucker Hill on 2 sides &amp; completely isolates TH from the McKinney. It would envelope the neighborhood with constant, loud road noise! Our son is on the Autism Spectrum with sensory issues, so we have an extreme amount of concern about the long-term effects that traffic noise will have on our health (both mental and physical!) ... for ALL of our neighbors! I am CONFIDENT the sound study by TXDOT is fatally flawed &amp; very much under calculates the amount of road noise TH will experience.</p> <p>With TH being isolated from McKinney what will be the safety implications? Will citizens still receive quick access from city safety personnel (ie police, EMT, fire)?</p> <p>McKinney' residents deserve transparency regarding 380 bypass decisions! How would A be chosen over B? This is a legitimate question to answer!. Segment B would be the extremely clear and logical decision.</p>	Cathy	Garrett	7413 Darrow Drive	McKinney	Texas	75071	[REDACTED]		

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3/29/23 4:29	<p>Tucker Hill is a FRONT PORCH Living Community! Residents chose to live here for the peace &amp; tranquility it offers. Segment A flanks Tucker Hill on 2 sides &amp; completely isolates TH from the McKinney. It would envelope the neighborhood with constant, loud road noise! Our son is on the Autism Spectrum with sensory issues, so we have an extreme amount of concern about the long-term effects that traffic noise will have on our health (both mental and physical!) ... for ALL of our neighbors! I am CONFIDENT the sound study by TXDOT is fatally flawed &amp; very much under calculates the amount of road noise TH will experience.</p> <p>With TH being isolated from McKinney what will be the safety implications? Will citizens still receive quick access from city safety personnel (ie police, EMT, fire)?</p> <p>McKinney' residents deserve transparency regarding 380 bypass decisions! How would A be chosen over B? This is a legitimate question to answer!. Segment B would be the extremely clear and logical decision.</p>	Cathy	Garrett	7413 Darrow Drive	McKinney	Texas	75071	[REDACTED]		
3/29/23 14:33	<p>We would not have purchased the property had we known. Really against the idea of emission, noise and disrupt of the nature that we have and reason for purchasing the property. My family and I can't express enough concern for this highway and how much we are against it. Despite all videos and everything we are completely AGAINST this highway. It would be a true disappointment if our voices are not heard. Having a highway this close to homes is a big NO NO! Texas has enough land to build highways and homes away from one another! Where did the city fall short?</p>	Leena	Mirza		McKinney	Texas	75071	[REDACTED]		
3/29/23 15:48	<p>I would prefer that 380 stay on 380 and work on the outer loop plan to alleviate the 380 traffic be expedited, however if that is not possible then I would support the current Blue (A-E-C) route.</p>	Michel	Moffatt	3225 Sky Lane	Celina	Texas	75009	[REDACTED]		
3/29/23 16:17	<p>I would prefer that 380 stay on 380 and the Outer Loop project be expedited to alleviate traffic on 380, but if that is not possible then I would support the Blue (A-E-C) route and keep this road out of Prosper.</p>	Ashley	Pepkin	2628 Seabiscuit Rd	Celina	Texas	75009	[REDACTED]		
3/29/23 16:49	<p>I would prefer that 380 stay on 380 and the Outer Loop project be expedited to alleviate traffic on 380, but if that is not possible then I would support the Blue (A-E-C) route and keep this road out of Prosper.</p>	Blake	Hunter	2801 Seabiscuit Rd	Celina	Texas	75009	[REDACTED]		
3/29/23 17:09	<p>Oppose Segment B</p>	Stephanie	McGary	2514 War Admiral St	Celina	Texas	75009		I_do_business_with_TxDOT.	
3/29/23 17:48	<p>Bloomridge community on the intersection of CR 161 (Ridge Rd) and CR 123 (Bloomdale Rd) is severely impacted with the noise, emission, and lights. The proposed highway is right next to our community negatively impact our lives with noise. Please consider fine tuning to install high barrier walls to eliminate noise at least 30 inch walls.</p>	Srinivas	Amaram			Texas		[REDACTED]		
3/29/23 19:30	<p>I would prefer this stay on 380, but if not, the A-E-C route makes the most sense as it displaces the fewest number of people, has the least impact on floodplains and does not require taking land from Erwin Park. The more right of way that has to be acquired, the more this project will cost. We should be wise stewards of the budget and choose the route that has the least impact to displacing people and businesses, the environment, or taking land from one of our beautiful parks.</p>	M	D	3051 Seattle Slew Drive	Celina	Texas	75009	[REDACTED]		

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3/29/23 19:42	What happened with 380 staying on 380? I think the proposal is not great for the envoy and would increase pollution in residential areas					Texas				
3/29/23 19:52	We bought our home to escape the hustle, we chose our location as it was quiet and surrounded by farmland. We were told a bypass was going in but no more than 4 lanes. We know the road needs to be expanded but when you are looking to put a freeway through the center of our quiet peaceful community you are doing so at the expanse of the families who live there. With this we will see an increase in noise pollution, increase in crime as a freeway provides easy in and out access to criminals and a decrease in our property values and peace of mind.	Kimberly	Kenia		McKinney	Texas	75071	██████████		
3/29/23 21:08	I would like to comment on the sound pollution Segment A will generate & adversely affect the communities of Tucker Hill & Stonebridge. Tucker Hill specifically was designed to be a "front porch" community, and a unique development within the city of McKinney. Many neighbors have commented that the sound studies TXDOT performed are inadequate. I implore TXDOT to revisit this very important issue as sound pollution has harmful health effects & will most definitely severely limit residents' enjoyment of the active outdoor lifestyle we are accustomed to. At this point, I would much rather this mess of a bypass project be shelved permanently. I certainly do not want years of road construction through McKinney, nor do I want a major highway on top of two very unique neighborhoods in McKinney. At the very least, Segment A must include extensive sound barriers & any other mitigation measures to drastically reduce the traffic noise we will be subjected to if the bypass project proceeds.	Shannon	E	2601 Tremont Blvd	McKinney	Texas	75071	██████████		
3/29/23 21:20	Your selection of Segment A is a decision not supported by the facts. I am opposed to Segment A and support Segment B. Three of the four reasons given to support the decision to select Segment C are:Impacts fewer utilitiesCosts is lessMinimizes impact to floodplains and flood ways.Applying this same criteria to A vs B would conclude B is preferred.Looks like the criteria was selected to support the conclusion you wanted not an impartial decision based on the facts	Robert	Clough	7312 Easley Dr	McKinney	Texas	75071	██████████		
3/29/23 23:36	I prefer 380 stay on 380 and the Outer Loop to be expedited. However if that's not possible then I support the Blue Line option (A, E, C route.).	K	L		Celina	Texas				
3/30/23 8:03	Strong opposition to proposed expansion of Highway 380 near Bloomridge, community where I live. Mother of autistic toddler, especially concerned about the risks & disruptions this will cause to our community, its negative impacts on our quality of life, health, every day activities & home values. Segment A will wrap around Bloomridge in close proximity to our homes impacting two entrances & putting our families at risk. The resulting noise & air pollution will be devastating & detrimental to my child's health & wellbeing, our mental peace from all the noise since Bloomridge didnt exist therefore exclude in the study. This project will decrease our home values, force us to bear higher tax burden without any corresponding benefit.	Judy	A	5913 Bellflower Drive	McKinney	Texas	75071	██████████		

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	I urge you to reconsider this plan & instead look for more suitable alternatives that do not require disrupting residences. Reassess noise impacts, add noise barriers to the plans to alleviate the impacts & chaos from the huge highway coming at our doorsteps.									
3/30/23 13:45	The problem that McKinney created is McKinney's problem to deal with. Prosper is Prosper and there is no reason for the town of Prosper to bear this problem for the lack of McKinney planning. Established Prosper is 'established'. Main Gate is integral to the life of so many people and has been in place for a long time. Prosper has made wise use of it's limited land. Please use logical land use supporting Prosper. Use the unused land for McKinney's traffic problem. If there is a reason to 'take' land for a by-pass, take the land from McKinney.	Judy	Strawmyer	3023 Seattle Slew Dr.	Celina	Texas	75009	██████████		
3/30/23 15:31	I live at 6020 Aster drive. The projected freeway plans would place it directly behind my lot, elevated looking down into my backyard. I think it goes without saying that this would greatly decrease my home value as well as our comfort and safety living here. The freeway being so close to our home will bring significant noise, emissions, as well as an increase of cars speeding on and off the frontage road directly behind our home. We bought this home because it was tucked away in a quiet part of town surrounded by farms and fields. I'm so heartbroken that after only a couple years, we will instead be surrounded by such a large freeway (not to mention the years of construction noise/hassle leading up to it). Please reconsider the placement of this project. If it were even just one street further north it would effect far less people and neighborhoods.	Katelyn	Bogenschutz	6020 aster drive	McKinney	Texas	75071	██████████		
3/30/23 17:37	As a 6yr resident of McKinney, chosing to reside southeast of US380 and Custer Rd, I am writing to share my voice in support of Segment B - the segment which will A) require less development cost while also B) impacting fewer residents and businesses currently within McKinney city limits... less \$, less negative impact. This should be all that is required to make a commonsense decision without consideration for the noise, pollution, and negative impact that Segment A will further threaten all those, such as my family, who currently utilize the entrance of Stonebridge Dr to access US380. I chose to live within McKinney and found that US380 provides my family good access to cross my city on an as needed basis. Similarly, those who choose to cross East to West who do not wish to enter McKinney at all would be best served to "bypass" as much of the current city path as possible. As such, Segment B is the only Segment which makes sense for current residents and anticipated future travelers.	Joshua	Roberts	8104 Saint Clair Drive	Mckinney	Texas	75071	██████████		
3/30/23 17:45	As a 6yr resident of McKinney, chosing to reside southeast of US380 and Custer Rd, I am writing to share my voice in support of Segment B - the segment which will A) require less development cost while also B) impacting fewer residents and businesses currently within McKinney city limits... less \$, less negative impact. This should be all that is required to make a commonsense decision without consideration for the noise, pollution, and negative impact that Segment A will further threaten all those, such as my family, who currently utilize the entrance of Stonebridge Dr to access US380. I chose to live within McKinney and	Catherine	Roberts	8104 Saint Clair Dr	McKinney	Texas	75071	██████████		

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	found that US380 provides my family good access to cross my city on an as needed basis. Similarly, those who choose to cross East to West who do not wish to enter McKinney at all would be best served to "bypass" as much of the current city path as possible. As such, Segment B is the only Segment which makes sense for current residents and anticipated future travelers.									
3/30/23 20:11	I definitely oppose route E. They should start at minimum one street further North. Not right next to currently built developments. It's just not right.	Brendan	Bogenschutz		McKinney	Texas	75071	██████████		
3/30/23 23:05	<p>Firstly, Plan A would not provide a direct route from east to west, which is the main problem that this highway is trying to solve. Instead, it would only provide a route from north to south, which would not effectively reduce traffic congestion for the majority of the people living in the area.</p> <p>Secondly, Plan A would cost significantly more than Plan B due to the additional land acquisition costs and construction expenses. This is not a cost-effective solution, especially when Plan B is available and meets the needs of the community at a lower cost.</p> <p>Furthermore, Plan A would require a significantly larger amount of land acquisition, which would result in the displacement of more people and properties. This would be detrimental to the affected individuals and the surrounding community.</p> <p>Based on the available evidence, Plan B is the most cost-effective and environmentally friendly solution that would effectively alleviate traffic congestion and improve traffic flow. I VOTE PLAN B</p>	A	T	2800 Bucer	McKinney	Texas	75234	██████████		
3/31/23 3:21	I'm opposed to segment A because it is more expensive, it will bring more traffic noise to my neighborhood, and I think the bypass should start further west. I think diverting traffic as far west as possible due to all the businesses and neighborhoods along US 380 from Custer to 75 would alleviate traffic congestion along this stretch sooner. I support segment B of the options that are given.	Darryl	Jackson	5816 Crawley Lane	McKinney	Texas	75071	██████████		
3/31/23 3:22	Option B is clearly better than option A. The right angle turn in A is sure to cause more congestion, noise (from slowing down and speeding up), concentrate pollution, and more accidents. Both choices will negatively impact people. My understanding is B is less expensive than A. That savings can and should be used to depress the roadway and take whatever action you can to reduce noise.	Larry	Truesdale	8009 Saint Clair Dr	McKinney	Texas	75071	██████████		

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3/31/23 5:10	<p>As a resident of Tucker Hill, I oppose route A and support Route B.</p> <p>Currently, Segment A includes a below-grade design only "generally considered to help with mitigating noise impacts." TxDot must do better. Tucker Hill will bear a greater burden of this community's needs due to visual and noise impacts to the East and limited access to the South - with additional noise impacts from that direction as well.</p> <p>If a bypass of 380 is the objective, what traffic is being bypassed when the route is in line with the current roadway? Instead, Tucker Hill will become more difficult to access, with one entry point that leads to an 8-lane highway - below. Please do not protect the future development of Propser while ignoring this unique, and incomplete, development in McKinney.</p> <p>Should Segment A move forward, please consider adjustments to extend Stonebridge Ranch to allow West access to Tuck Hill. Please include more noise abatement measures as well.</p>	H	H	7408 Stanhope Street	McKinney	Texas	75071	[REDACTED]		
4/1/23 3:17	<p>Love my home and neighborhood but the distance from the proposed sight of the highway makes me wonder if mckinney is where I want the stay</p>	kevin	maldonado	2908 country church	Mckinney	Texas	75071	[REDACTED]		
4/2/23 17:57	<p>Your selection of Segment A is a decision not supported by the facts. I am opposed to Segment A and support Segment B.</p> <p>Three of the four reasons given to support the decision to select Segment C are:</p> <p>Impacts fewer utilities</p> <p>Costs is less</p> <p>Minimizes impact to floodplains and flood ways.</p> <p>Applying this same criteria to A vs B would conclude B is preferred.</p> <p>Looks like the criteria was selected to support the conclusion you wanted not an impartial decision based on the facts.</p>	Linda	Clough	7312 Easley Dr	McKinney	Texas	75071	[REDACTED]		
4/3/23 6:27	<p>I live at the far north end of Tucker Hill. I am opposed to Route A and strongly prefer Route B. We have several hundred families who will be impacted detrimentally by Route A. This is mainly because TH has just one entrance and exit to the neighborhood. This will make emergency response - especially to the houses at the north end - unacceptable. This is a major health concern. Also, digging out the existing 380 with no protective barriers will create unacceptable health hazards to residents in TH. There are not any sound barriers which will make my home difficult to live in, as there is nothing between my house and the north portion of Route A. Then there is the financial consideration in that Route A will cost \$200M more for no known benefit.</p>	Doug	Ashby	2762 MAJESTIC AVE	MCKINNEY	Texas	75071	[REDACTED]		

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	Thank you, Doug Ashby									
4/3/23 13:22	<p>The sound data for the noise study was taken between 11:26am-11:55a on Tue. Dec. 14, 2021 - while school was in session, at a stop light, during low traffic hours, while many were working from home during the pandemic.</p> <p>I've conducted real-world tests that are reflecting noise levels at similar locations 100-200%+ higher than what is estimated by 2050. (under current conditions.) I've proven this here: <a href="https://www.youtube.com/watch?v=-YwQ9dAce4o">https://www.youtube.com/watch?v=-YwQ9dAce4o</a>.</p> <p>Tucker Hill needs more noise mitigation to get the decibel level under 67db. (longer depression, sound wall on the south side, cantilever-style access roads.)</p> <p>No study has been done on the east side of the neighborhood and the effects of highway noise from multiple directions. Nor have there been studies done on the construction noise and side street noise which will be pushed into our neighborhood with all traffic flowing on it during construction.</p> <p>The measurement used by TxDOT is outdated (last updated in 2001) and has known unreliability</p>	Dallas	Taylor	2116 Tremont Blvd	McKinney	Texas	75071	[REDACTED]		
4/3/23 14:01	I believe better or improved access needs to addressed regarding east bound access to Stickhorse Ln and County Road 1084 in Segment C. We live at the cusp of three projects and this access needs to be better addressed. Thank you!	Michael	Gonzalez	2467 County Road 1084	McKinney	Texas	75071	[REDACTED]		
4/3/23 14:03	I believe better or improved access needs to addressed regarding east bound access to Stickhorse Ln and County Road 1084 in Segment C. We live at the cusp of three projects and this access needs to be better addressed. Thank you!	Michael	Gonzalez	2467 County Road 1084	McKinney	Texas	75071	[REDACTED]		
4/3/23 14:04	I oppose segment C as drawn.The project details are vague and limited with regards to how access to the stickhorse estate's neighborhood will be maintained through out construction of not only this segment, but also the Princeton loop and the Spur which intersect at this location. Details of the surface streets are vague and even conflicting across the 3 project plans. This will disturb the access to over 30 homes for multiple years of construction.I favor moving the end of segment C slightly west, and providing clear surface street access to the neighborhoods north of 380 in the town of New Hope and it's surrounding ETJ, that will be available throughout the construction of these projects.	Kevin	Baumgarte n	2489 County Road 1084	mckinney	Texas	75071	[REDACTED]		

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4/3/23 14:06	<p>I oppose segment C as drawn.</p> <p>The project details are vague and limited with regards to how access to the stickhorse estate's neighborhood will be maintained through out construction of not only this segment, but also the Princeton loop and the Spur which intersect at this location. Details of the surface streets are vague and even conflicting across the 3 project plans. This will disturb the access to over 30 homes for multiple years of construction.</p> <p>I favor moving the end of segment C slightly west, and providing clear surface street access to the neighborhoods north of 380 in the town of New Hope and it's surrounding ETJ, that will be available throughout the construction of these projects.</p>	Jorja	Baumgarten	2489 County Road 1084	McKinney	Texas	75071	[REDACTED]		
4/3/23 14:08	I totally disagree with access (or lack thereof) to Stickhorse Lane in Segment C. It appears the designers have failed to accommodate passage for residents in that area.	Dennis	Duffin	3123 Stickhorse Lane	McKinney	Texas	75071	[REDACTED]		
4/3/23 14:20	<p>I agree with TXDOTS recommended route A over Route B. As a resident of Prosper I feel it's only write to talk about my opposition to Route B. Due to the current building Ladera and Manegate location as well as Founder Academy. Route B would cause the most damage to current and future homes. not to mention taking out and active adult community which services senior Citizens. Also Maingate services veterans and children with disabilities. This is also a vital group that needs these services. Founders Academy would be within a 150 feet of the overpass on route B over Custer next to their playground.</p> <p>On top of this Prosper has outlined their master plan for all roads in prosper and route B would drastically go against all Prosper has done and planned for the future.</p>	Nicholas	Nordman	4221 Bellingrath Dr	Prosper	Texas	75078	[REDACTED]		
4/3/23 16:33	Someone from TXDOT needs to show the residents on Stickhorse Lane, at the west end of CR 330 will have access to the new intersection of Hwy 380 and the new New Hope road intersection. From the colored diagram that we have seen it appears that we will have to back tract to the east on CR 330 to access Hwy 380 in order to travel west into the city of McKinney.	Donald	Sams	3343 Stickhorse Ln	Mckinney	Texas	75071			
4/3/23 20:53	Attachment	Mary	Baumgarten	700 Mayberry Dr	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/3/23 20:54	Attachment	Harry	Baumgarten	700 Mayberry Dr	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/4/23 4:43	Please reconsider Option B. It is less expensive, less disruptive, less complex option. I have attached additional comments about the justifications below.	Jon	DeShazo	2204 State Blvd	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/4/23 20:28	I live in Willow Wood neighborhood. Looking at the schematics, I didn't find any connection between US 75 and SH 5 utilizing the DCs between US 75 and US 380. A large amount of traffic on SH 5 need to get on US 75 and the current configuration doesn't seem to support that movement. Would you able to fit in ramps provide those connections? Please refer to image attached. Thanks!	Liang	Chen	1100 Hoyt Dr	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>



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4/4/23 21:28	<p>AADTs on mainlanes on from US 75 to FM 1827 range from 43,000 to 50,000 vpd in year 2050, and based on the 8.5% K factors adopted in Appendix I - Traffic Data, the peak hour volume would roughly be from 3,655 to 4,250 vph. If you add 9,000 vpd in each direction on FRs, you peak hour volume would be about 4,420 to 5,015 vph. These volumes do not justify at least 3 freeway lanes and 2 FR lanes in each direction. It seems that 6 lane cross-section freeway would be sufficient for the volume projected.</p> <p>Given that a large portion of Seg C and Seg D will traverse floodplains and agricultural land, FRs and Texas U-turn interchanges seem unnecessary and might have more harm done to the local environment. I don't see any needs for FRs between SH 5 and FM 1827. Please look into alternatives reducing pavements and bridges.</p> <p>Thanks!</p>	Liang	Chen	1100 Hoyt Dr	McKinney	Texas	75071	[REDACTED]		
4/4/23 21:33	Please change to segment B instead of Segment A. I live in Auburn Hills subdivision and there will be noise issue. Please change to segment B instead of segment A. I believe segment B will also be cost effective.	Hong	Yun	5517 Port Vale Dr	McKinney	Texas	75071	[REDACTED]		
4/4/23 22:57	One of the objectives of this project is to reduce the flow of traffic on current US 380 and improve safety. It seems that the proposed US 380 freeway did provide extra capacity for east-west movement, but the situation on current US 380 will not improve based on traffic projection data. See image below of existing US 380 projection at Hardin Blvd (Taken from DEIS Appendix I, Gold Alternative, Sheet 48 of 61). The AADT projected west of Hardin Blvd will still be closed 50,000 vpd. And if you look at the count stations on US 380 near that location, it is about 52,000 vpd in 2019. Everyone along that corridor knows that currently it is very congested with this level of traffic. Other locations are better than at Hardin, but you will find that the traffic on US 380 will grow back to its current level near 50,000 vpd between Ridge Rd and US 75 sometime between 2030 to 2050. (Text limitation. Please see attached word document)	Liang	Chen	1100 Hoyt Dr	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a> <a href="#">Attachment</a>
4/5/23 1:10	My wife and I both believe the Preferred rout of C,E,A is the best one for almost everyone involved. No matter how you do this someone will not be happy and I agree this is the best way for most of the people being affected.	Mark & Caren	Wilson	3B Rhea Mills Cir	Prosper	Texas	75078	[REDACTED]		
4/5/23 1:14	Hi our house is located right behind sector E blue alternative plan adjacent to Heatherwood community, please consider constructing wall between proposed highway along side the Heatherwood community fence to reduce noise , since more than 20+ house are located just with in 100 ft from highway which will cause a lot of noise and affect our family having orders and children.	Prd	D	5408 Grove Cove dr	Mckinney	Texas	75071	[REDACTED]		
4/5/23 14:54	<p>I would like to voice my opposition to the selection of segment A instead of segment B. My understanding is that TxDOT is selecting the more expensive option, placing an undue burden on taxpayers of McKinney and Texas in general, which is interesting in itself. The real issue, though is that this approach will increase traffic and congestion into the more populated areas of McKinney, specifically the intersections of 380 with Custer and Stonebridge.</p> <p>It seems as if TxDOT is giving more consideration to the plans of Prosper</p>	Ron	Alderman	8337 Parish Ave	McKinney	Texas	75071	[REDACTED]		

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	versus the real, existing development in McKinney. Segment B impacts areas that are to date lightly developed while segment A impacts existing developed areas. Please reconsider and select segment B.									
4/5/23 19:04	I vote Yes to segment B as it meets the goals better. It results in far fewer displacements of existing homes and businesses vs the other option where "future" properties are concerned. Future Prosper businesses have time to adapt. SEgment B is the lower cost option. And it better meets the whole purpose of the bypass project because it bypasses more; particular the US380 Custer Rd intersection. Finally Seg B is a gentle curve, which will mean less traffic stops and resulting pollution than the hard left/hard right of A.	J	Claunch	7012 Allegiance Dr	McKinney	Texas	75071	[REDACTED]		
4/5/23 19:11	Option B makes much more sense than option A does. This bypass is not a "bypass " when it puts such more traffic in the McKinney city limits.  I live about 1/2 mile from the option A route and the noise and traffic will increase exponentially in an already crowded area of 380. In addition, Custer and Stonebridge Roads will have much more traffic routed from the highway.  Option B costs more than \$100 Million less, reduces the bypass travel distance and moves increased traffic further west on 380. From what I understand, option B also affects fewer residential areas. It's a much better option for the area .  Please reroute to the option B plan.	Cheryl	Papciak-Brooks	812 Cowan Lane	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/5/23 22:53	I live on Wittenburg Drive in Mckinney in the Wilmeth Ridge community, which is just south of where the proposed bypass will curve southward from Bloomdale road. I am concerned about the noise and dust that will come from construction and traffic that will follow. I would prefer a non-B route. Please consider significant sound barriers wherever the path of this highway will end up. This highway will go through a quiet and peaceful area of the city full of natural wildlife and waterways. I had my house built 3 years ago, and had I known of this proposal, I wouldn't have invested as much into this area.	N	H	3800 Wittenburg Dr	Mckinney	Texas	75071	[REDACTED]		
4/12/23 14:41	I moved to Tucker Hill Mckinney 4 1/2 years ago from Flower Mound, Texas. I was a public school teacher for 23 years and had to retire two years ago due to a neurological condition. My condition is diagnosed and I receive ongoing treatment. I'm extremely sensitive to sensory input. I move to tucker hill for a quiet environment with nature all around me. A roadway of this size surrounding two sides of Tucker Hill. Will impact my health and my availability to continue living here. I'm a single person who expected to live here forever. The environmental impact on our community will be significant. Therefore I oppose segment A proposed highway extension of 380.	Mary Beth	Piper	7701 Townsend Blvd	Mckinney	Texas	75071	[REDACTED]		

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4/14/23 0:15	I have been following the progress of planned improvements to US380, specifically alternatives A and B. I support alternative B. We are currently building a home in the Wilmeth Ridge development and obviously have a vested interest in the outcome of a final decision. However, neither A or B would directly impact our home plans from a sound or sight perspective. I do believe the western portion of the improvements would be better served by alternative B. It has less impact on the existing Tucker Hill development as well as businesses in the rural portions of the proposed ROW. In addition, the flow of highway traffic would be less impeded by design factors requiring two 90 degree turns.	Kurt	Wiest	2409 Bucer Court	McKinney	Texas	75071	[REDACTED]		
4/18/23 2:41	A,E,C if we must.  With SRT widening and the Outer Loop, this will likely not be as needed in the future.	Ed	Thompson			Texas		[REDACTED]		
4/18/23 19:18	Attachment	Robert	Clough	7312 Easley Dr	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/18/23 19:20	Attachment	Linda	Clough	7312 Easley Dr	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/19/23 8:12	Thank you for receiving comments. As a concerned citizen for our local community in Prosper, I believe the blue route proposal to be best. Projects to keep traffic flow optimum have been done over the years in Prosper with the most recent being the widening of Custer. It's time for McKinney to own their poor planning and support the 380 traffic congestion that occurs in McKinney. This could and should have been a consideration prior to allowing the multiple businesses to open that constrict lane expansion. Let them enjoy the tax dollars AND the blue route. I would hate to see areas, such as Mane Gait, disrupted because of the considered alternatives. Thank you.	W	W	2815 Majestic Prince St	Celina	Texas	75009	[REDACTED]		
4/19/23 21:48	Please see the attached letter.	David	Keese	7201 Darrow Drive	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/20/23 2:36	Please see uploaded document for comments.	Rachel	T	2009 Tremont Blvd	McKinney	Texas	75071	[REDACTED]	I_could_benefit_monetarily_or_o	<a href="#">Attachment</a>
4/20/23 2:43	This construction would greatly affect my family's small restaurant, cutting off parking and bringing a highway right in front of a peaceful neighbor and quiet restaurant. Please think of the community and the people this affects.	William	Harrell	7200 w university	Mckinney	Texas	75071	[REDACTED]		
4/20/23 3:33	I am concerned about safety during construction and beyond and do not feel the study adequately addressed safety and access to our neighborhood during and after construction. The entrance/exit of our neighborhood will be a giant mess and a huge safety concern. We have elderly and disabled neighbors that need every second they have in the event of an emergency.  Tucker Hill is a front-porch community by design and given the amount of time spent outside and, in our community, I am concerned about air quality and noise and do not feel they were adequately addressed nor were our facilities and neighborhood type properly identified in the study.  How will emergency response time be affected during the construction period? Has TxDOT studied the full impact of air quality during and after construction? Where were the air quality monitors located for the current study?	Clay	Yonts	2601 Addison St.	Mckinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>

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4/20/23 4:52	Attachment	Peggy	Djurdjulov	2320 Grassmere Lane	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/20/23 15:37	I am a McKinney homeowner and taxpayer. I strongly object to TXDOT's recommendation of segment A over segment B: This is fiscal irresponsibility. It is wrong to give more consideration to developers than to existing residents. Segment A would be very detrimental to my everyday life because there will be noise and pollution so very close to two sides of my home. I'm retired and currently enjoy enjoy a quiet life here, interacting with neighbors in our front porch community.	June	Poe	2300 Grassmere Lane	McKinney	Texas	75071	[REDACTED]		
4/20/23 16:34	The property owner at 7200 West University Drive in McKinney strongly opposes the current proposed alignment. This property is improved with a 40,000 SF mixed-use development, which won the City of McKinney's development award in 2019. This alignment threatens the sustainability of the building and risks it being functionally obsolete. There are many negative consequences of that happening, including an empty building that blights the neighborhood.	Dan	Tobin	8111 Preston Road, Suite 750	Dallas	Texas	75225	[REDACTED]		
4/20/23 17:58	Choosing segment A ignores many of the damages and fiscal impacts that the environmental impact survey explained. Segment A is the wrong choice for the community of McKinney. Segment B is an excellent choice with far less detrimental repercussions. Please reconsider and do the right thing for our city!	Sarah	Reyna	3300 Wind Flower Lane	McKinney	Texas	75070	[REDACTED]		
4/20/23 21:08	As both a Tucker Hill resident and a member of the McKinney City council, I, as I have always been, am against the choice of Route A and in favor of Route B regarding the Hwy 380 bypass. It concerns me that this project is going to cost taxpayers an additional 100+ million dollars over the estimate for Route B. There will be numerous and detrimental effects to our community due to the close proximity to this proposed highway. If this is the final choice of TxDOT, which I hope is not, then I would encourage TxDOT to work with both the city and the residents to come together on various mitigation options to improve the quality of life for the residents of Tucker Hill during and after the construction of the Hwy 380 bypass. Rick Franklin	Rick	Franklin	7621 Darrow Drive	McKinney	Texas	75071	[REDACTED]		
4/21/23 2:21	My Comment regarding the decisions to elect Segment A over Segment B is attached.	Jennifer Anne	Cheek	7313 Darrow Drive	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>
4/21/23 2:46	Attachment	Tony	Ghaffarian	7313 Darrow Dr	McKinney	Texas	75071	[REDACTED]		<a href="#">Attachment</a>