



# US 380 from Coit Road to FM 1827 Public Meeting Presentation Script

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March 22, 2022**

## **SLIDE 1: US 380 Project Coit Road to FM 1827 Public Meeting**

Welcome to the Public Meeting for the US 380 Project from Coit Road to FM 1827. The Texas Department of Transportation, also called TxDOT, appreciates your interest in the project and thanks you for your participation. This Public Meeting has been convened to provide updates on project status and schedule, present our initial comparison of Reasonable Alternatives, answer questions, and gather your feedback. TxDOT is hosting an in-person Public Meeting on March 22, 2022 and a Virtual Public Meeting is available at [keepitmovingdallas.com/US380EISPublicMeeting](https://keepitmovingdallas.com/US380EISPublicMeeting).

## **SLIDE 2: Project Development**

In 2016, the Collin County Commissioners Court identified US 380 as one of several priority roadways for study as a Limited Access Roadway, which is also referred to as a freeway. No alignment was specified by Collin County. In 2017, leaders from Collin County, the North Central Texas Council of Governments (NCTCOG), and TxDOT agreed to develop a Strategic Roadway Plan for Collin County. TxDOT was tasked with studying US 380 and conducted its US 380 Feasibility Study for Collin County from 2017 to 2020. During the Feasibility Study, TxDOT evaluated roadway options and various other modes of transportation to meet regional mobility needs. It was determined that the construction of a freeway was the best option for meeting the study criteria. The study initially focused on the existing US 380 corridor across the county. We found without improvements; US 380 will continue to experience a failing level of service. We then developed and studied over 150 freeway alignments to determine which could best address the magnitude of growth occurring and draw traffic away from US 380 and other congested roadways.

## **SLIDE 3: Project Development – 5 Independent Projects**

At the end of the Feasibility Study, TxDOT announced its Recommended Alignment for US 380 across Collin County as shown by the solid lines on this map. Afterward, TxDOT separated the Recommended Alignment into five independent project segments. The segments are now progressing through separate schematic design and environmental projects. In 2020, TxDOT began the US 380 Project from Coit Road to FM 1827 Environmental Impact Statement, also called an EIS, and Schematic Design. This project is the focus of this Public Meeting and alternatives TxDOT is considering are shown on this map in orange.



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Construction of the US 380 Project from Coit Road to FM 1827 is independent of, and would not require the construction of, any of the other transportation improvements shown on the map for it to operate. TxDOT will host separate Public Meetings for the other projects. More information can be found at [keepitmovingdallas.com](http://keepitmovingdallas.com).

## **SLIDE 4: TxDOT NEPA Assignment**

The National Environmental Policy Act, also known as NEPA, requires federal agencies to assess the environmental effects of projects prior to making decisions or receiving any federal funding. Therefore, TxDOT is developing this EIS under an agreement with the federal government. An EIS is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. There are three categories of analysis that TxDOT can complete as a part of NEPA, of which an EIS is the most rigorous. NEPA requires TxDOT, as part of the EIS process, to evaluate viable alternatives as well as other alternatives developed by TxDOT. While TxDOT eliminated some routes during the Feasibility Study process, TxDOT is required by NEPA to reevaluate those alternatives.

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under NEPA; however, on December 16, 2014, TxDOT assumed responsibility from FHWA through a Memorandum of Understanding to review and approve certain assigned NEPA environmental documents. This Memorandum of Understanding between TxDOT and FHWA was updated on December 9, 2019. This review and approval process applies to this project.

This EIS document is being developed in coordination with other public agencies. Notices for this Public Meeting were advertised in the Dallas Morning News, Al Día, Collin County Commercial Record, Community Impact – Frisco, Community Impact – McKinney, McKinney Courier Gazette and Prosper Press. Information is also available on the TxDOT.gov website under “Hearings and Meetings Schedule” and on [keepitmovingdallas.com](http://keepitmovingdallas.com) under “Public Hearings and Meetings.” The TxDOT Public Information Office also prepared a news media release to advertise the Public Meeting.

## **SLIDE 5: What We Heard – Public & Agency Scoping Meetings**

After the EIS process was initiated, TxDOT hosted a Virtual Agency Scoping Meeting in October 2020 and a Virtual Public Scoping Meeting in January 2021. We gathered input on the project’s Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and Coordination Plan. During the comment period, we received 511 comments from the public and six comments from agencies. Many of the comments referenced impacts and proximity to homes, parks, and community resources; impacts to future



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development; effects on environmental resources; concerns about noise and air pollution; and high-level feedback from agencies regarding evaluation and review processes, and applicable regulations.

## **SLIDE 6: Project Purpose and Need**

The project's purpose is to manage congestion, improve east-west mobility, and improve safety. The project is needed because population growth within Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827. This is leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in the region. In 2021, US 380 between Custer Road and SH 5 was named by the Texas Transportation Institute as the most congested roadway in Collin County and the 44<sup>th</sup> most congested roadway in Texas. The alternative that TxDOT carries forward for more detailed study must manage congestion, improve east-west mobility, and improve safety.

## **SLIDE 7: Project Segments**

The limits of this project are from Coit Road to FM 1827 in Collin County. The study area includes the area north of US 380 and includes the towns of Prosper and New Hope and the cities of Frisco and McKinney. TxDOT is analyzing information for this project in many ways, including by three separate focus areas and project segments shown here as Segments A, B, C, D, E, and F. These segments, when linked end-to-end to connect Coit Road and FM 1827, result in five Build Alternatives: the Purple, the Blue, the Brown, the Gold, and the Green Alternatives that will be described later in this assessment and evaluated in the EIS. The no-build alternative is also considered as part of this project.

## **SLIDE 8: Purple Build Alternative – Feasibility Study Recommended**

### **Alignment (2020)**

The Purple Alternative represents the Coit Road to FM 1827 segment of the Recommended Alignment from the Feasibility Study in 2020. It links Segments A, E, and D. All Reasonable Build Alternatives include Segment E. The total length for the Purple Alternative is approximately 15.9 miles long.

## **SLIDE 9: Blue Build Alternative – New Location**

The Blue Alternative links Segments A, E, and C for a total length of approximately 15.6 miles. The Blue Alternative differs from the Purple Alternative between SH 5 and existing US 380 east of McKinney where the alignment follows Segment C parallel to and east of the East Fork of the Trinity River.



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## **SLIDE 10: Brown Build Alternative – New Location**

The Brown Alternative links Segments B, E, and C. and is approximately 14.8 miles long. The Brown Alternative differs from the Blue Alternative in the alignment from Coit Road to the future intersection of Ridge Road and Bloomdale Road, which is Segment B.

## **SLIDE 11: Gold Build Alternative – New Location**

The Gold Alternative links Segments B, E, and D for a total length of approximately 16.3 miles. It matches the Brown Alternative between Coit Road and SH 5.

## **SLIDE 12: Green Build Alternative – Improve Existing US 380**

The Green Alternative would be a freeway constructed where the existing US 380 is today. A freeway in that location would require approximately 350 to 400 feet of right-of-way to be constructed. For reference the right-of-way width for the existing US 380 varies from approximately 130 to 180 feet.

Based on the reasons listed on the slide, the Green Alternative from Coit Road to FM 1827 will not be carried forward for further analysis in the EIS. Other Build Alternatives do use some of the area where US 380 exists today, however not from Coit Road to FM 1827.

## **SLIDE 13: Alternatives Under Consideration**

The alternatives that TxDOT is conducting further analysis are those listed on the screen. TxDOT is required to consider a No-Build Alternative through the EIS process. The No-Build Alternative would not construct a new roadway, nor would it improve existing roadways beyond projects that are already planned by the cities, county, or TxDOT. The No-Build Alternative does not meet the project's Purpose and Need, nor would it provide the benefits that the Build Alternatives do. The No-Build Alternative will be included in the EIS document because it sets the baseline for comparison of the Build Alternatives.

## **SLIDE 14: Project Tasks – Develop Schematic Design**

Next, we would like to share what we have been doing since the Public Scoping meeting. TxDOT began developing the schematic design for the four Build Alternatives by determining how much right-of-way would be needed, developing horizontal and vertical alignments, customizing typical sections for different locations, identifying ramp locations and interchanges, calculating cost estimates, evaluating and designing drainage elements, considering bicycle and pedestrian accommodations, and determining the constructability of the project.



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Since the Public Scoping Meeting, changes have been made to the right-of-way in certain areas including increasing and decreasing the right-of-way footprint, shifting the freeway to avoid resources such as community facilities, and addressing drainage issues. We encourage you to take a thorough look at the schematic design roll plots and use the schematic design guide on the Public Meeting website to do so.

## **SLIDE 15: Project Tasks – Develop Environmental Impact Statement**

We are also completing a detailed evaluation of each of the alternatives and continue frequent coordination with stakeholders, agencies, local governments, developers, major utilities, and property owners as well as conducting field surveys and drafting the EIS document. Along with our stakeholders and local agencies, we continue to evaluate the alternatives and how this project would be incorporated into local and regional transportation plans.

## **SLIDE 16: Segment Analysis Matrix**

Next, is an overview of the project's initial Analysis Matrix that is being developed as a tool to review Segments A, B, C, D, E, and the No-Build Alternative. It will help TxDOT identify a single Preferred Alternative. TxDOT is also developing a matrix that will be available in the DEIS document that compares the Build and No-Build Alternatives from Coit Road to FM 1827.

The Analysis Matrix includes both qualitative and quantitative data. TxDOT objectively compares segments and the No-Build Alternative according to various evaluation criteria. Data is shown for the segments that make up the US 380 Project from Coit Road to FM 1827 as a 'standalone' project. You will also see under several categories that data has been included for a possible connection to the proposed Spur 399 Extension, a separate, independent project.

The criteria rating scale used in the matrix are Harvey balls. They depict what degree a specific item meets the criterion. The following are the five types of Harvey balls:

- A full circle signifies exemplary, or highly meets the criteria
- A three quarters circle signifies good, or mostly meets the criteria
- A half circle signifies adequate, or neutral and can indicate no change
- A quarter circle represents inadequate, or sometimes meets the criteria
- An empty circle represents poor performance, or does not meet the criteria



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What is being presented today is an initial draft of the matrix. You can view a full-size matrix on the Public Meeting website. TxDOT will continue its work to complete this matrix, which will be included in the DEIS and presented at the Public Hearing in early 2023.

## **SLIDE 17: Notable Updates Since the Feasibility Study**

Next, we will point out some of the more notable updates we have made or uncovered since the end of the US 380 Feasibility Study. You will also be able to see how we are addressing some concerns from our stakeholders.

First, we continue to try to minimize displacements of homes, businesses, and community facilities. One example is that we moved Segment B so that it no longer directly impacts the recently opened Founders Classical Academy. By moving the freeway slightly to the south, we were able to fit it in a constrained area between the charter school and ManeGait Therapeutic Horsemanship. This change allows us to not directly impact either facility. Other community facilities our team worked to not directly impact include Erwin Park and Collin Country Courthouse.

Next, we continue to coordinate with developers and local governments to support future growth and minimize impacts when possible. We have done this with the Town of Prosper for multiple developments along Segment A in the town's limits. We have also worked with the City of McKinney and developers to mitigate impacts by moving the US 75 interchange with the proposed freeway as far south as possible. This was done because the area is extremely important to the City of McKinney, as it continues to promote regional commercial development at this location.

TxDOT has also been working with representatives from North Texas Municipal Water District to avoid impacts to their existing and planned facilities. An area of interest is along the western side of Segment E, near the existing Bloomdale Road. Our design has been updated to avoid directly impacting a future major water delivery pipeline to be constructed in this constrained area.

Next, we have identified several historic resources within the proposed right-of-way of Segments C and D. There is a potentially historic home within the proposed right-of-way for Segment C and a potentially historic railroad bridge on the edge of the proposed right-of-way for Segment D. TxDOT encourages you to review the exhibits available about the Section 106 and Section 4(f) processes and find out how you can get involved in helping us minimize or mitigate impacts to these resources.



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Last, continuous frontage roads were incorporated to the schematic design for all alternatives from Coit Road to FM 1827. This addition provides the opportunity for drivers to have better connections to local roads and be redirected should there be an accident that blocks all freeway mainlanes.

## **SLIDE 18: Residential and Business Displacements**

All alternatives would require displacements, including residences, businesses, and other buildings such as barns and outbuildings. We have been working to reduce the number of displacements in each segment. However, some displacements cannot be avoided as TxDOT is required to comply with state and federal design standards.

TxDOT must treat those displaced by the project fairly, consistently, and equitably. Information about the process for state purchase of right-of-way and relocation assistance is available on the project website. It is important to note, there might still be schematic design changes to the project that could change the number of displacements.

The number of residential and business displacements vary by segment and can be viewed on the slide.

## **Slide 19: Rapidly Developing Project Area Since the Feasibility Study**

Due to the considerable and fast paced growth in the area, TxDOT is tracking future developments as a part of this project. We continue to coordinate with local governments and developers to gather the information on project status, potential cost, and planning/permit process timelines. The map on your screen is color coded to identify how far along a development is in the planning/permit process. The darker the color, the further along development is.

Developments we are tracking include locations of future homes, businesses, schools, and open space. Even if those homes and businesses aren't there today, it is very possible they will be when TxDOT plans to construct the project. Developments in Segments A and B (outlined in the blue on your screen), have progressed very rapidly in the development process. Some of these projects are future homes and less than a year from beginning construction.





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## **SLIDE 20: Minimizing Impacts to Communities and Community Facilities**

Now we will discuss our evaluation of the potential impacts to communities and community facilities. None of the proposed segments directly impact community facilities including parks, places of worship, community centers, or other neighborhood services and facilities.

There are facilities and neighborhoods adjacent to the alternatives that TxDOT was mindful of not directly impacting. None of the alternatives bisect a neighborhood not already separated by existing roadways, such as Stonebridge Ranch south of US 380 and Tucker Hill north of US 380.

All alternatives are adjacent to facilities and could create a sense of a barrier or separation between neighborhoods.

None of the alternatives being presented directly impact the community facility of ManeGait. Due to comments received by TxDOT about impacts to ManeGait, TxDOT further studied how the project could impact the facility. We conducted interviews with staff of similar therapeutic horsemanship facilities in Texas. Staff interviewed at these facilities noted nearby infrastructure (such as highways) did not pose an issue to their operations. Ultimately, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings.

## **SLIDE 21: Local Government Input**

Throughout the EIS process, we consider comments provided by local governments, agencies, stakeholders, and the public.

Information shown on the screen is only from positions provided by local governments in the study area during the Feasibility Study and thus far in the EIS process. Since the schematic design for the alternatives is only now being made available for public, local governments and agency review, those entities will need time to provide official positions or resolutions.

As you can see in the matrix provided, public, stakeholder, and agency input is one of the many things TxDOT must consider when making its final decision. The Preferred Alternative will not be selected through a public voting process.





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## **SLIDE 22: Project Schedule**

On the screen is our EIS timeline and we are currently in the Public Meeting phase. Between the Summer and Winter of 2022, TxDOT will identify a Preferred Alternative and further develop its schematic design. A draft EIS, which will disclose the Preferred Alternative, will be prepared and made available at a Public Hearing expected to be held in early 2023. The combined final EIS and Record of Decision, also called a ROD, is expected to be available in Spring of 2023. This would mark the completion of the environmental review process.

## **SLIDE 23: Project Development**

After the ROD is issued, TxDOT can begin acquiring right-of-way, complete the final design, develop more detailed cost estimates, and relocate utilities. This phase of project development is expected to take anywhere from two to four years.

Phased construction of the project would not begin until the project is fully funded. To date, only partial funding has been identified by TxDOT. Construction is expected to last three to four years after the final design phase is complete and all funding is identified.

## **SLIDE 24: How to Submit Your Comments**

English and Spanish comment forms can be submitted at the Public Meeting or online at [keepitmovingdallas.com/US380EISPublicMeeting](http://keepitmovingdallas.com/US380EISPublicMeeting). You can mail or email a comment to Stephen Endres at the addresses on the screen. You can also record a comment via voicemail at (833) 933-0440.

Comments must be received or postmarked by April 6, 2022 to be part of the official Public Meeting record. Questions about this project can be directed to the TxDOT Project Manager, Stephen Endres, P.E., at [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov).

## **SLIDE 25: Thank You!**

Due to many factors that must be considered, the project development process can feel like it takes a long time. TxDOT is committed to moving as quickly as possible while making informed decisions that carefully consider input from the public, agencies, and other stakeholders. TxDOT encourages you to stay involved and thanks you again for your participation in this Public Meeting and your interest in this project.