



US 380 EIS from Coit Road to FM 1827 Frequently Asked Questions

CSJs: 0135-02-065, 0135-03-053, 0135-15-002

FREQUENTLY ASKED QUESTIONS (FAQ)

March 22, 2022 Public Meeting

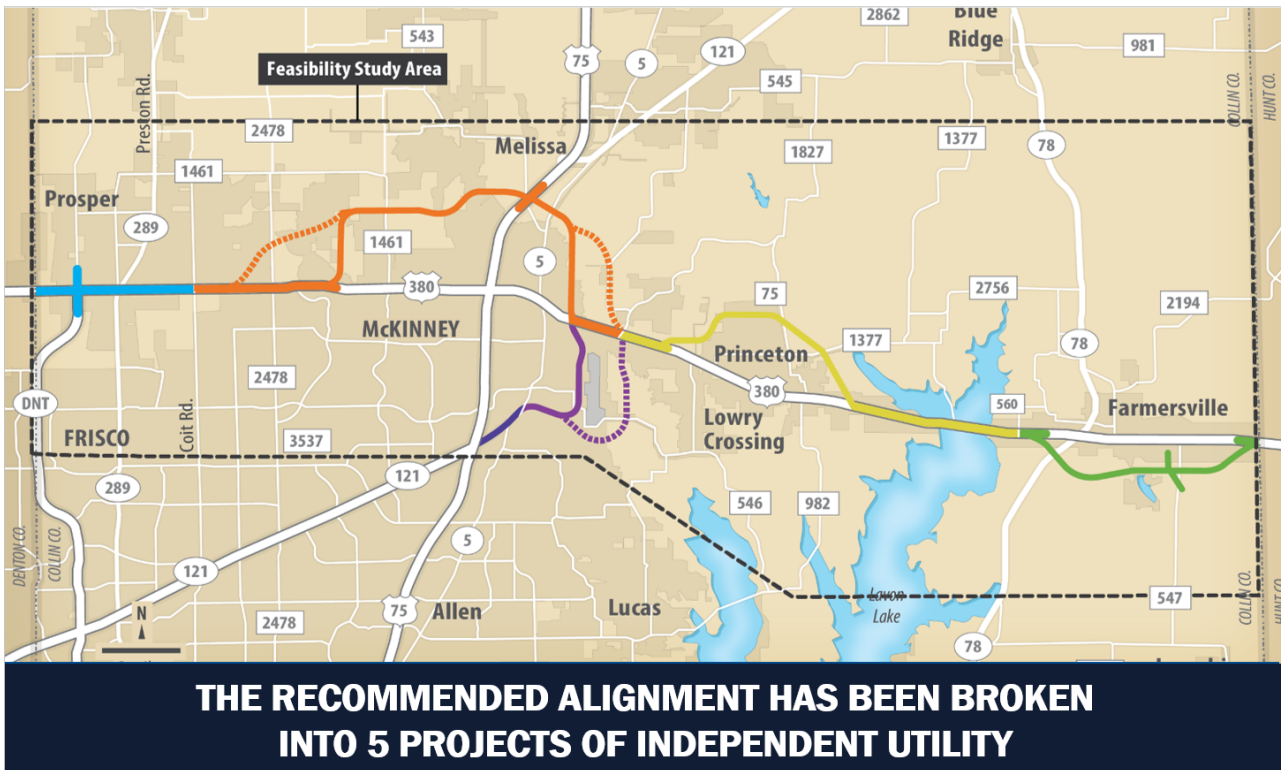
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1. What is the status of the project?

TxDOT completed the [US 380 Collin County Feasibility Study](#) in March 2020 and separated the study area into five independent project segments. In each of these segments, TxDOT has started the process to complete more in-depth environmental study, public involvement, and schematic design. The following are the five Collin County projects being studied:

- Blue Segment - CSJ 0135-11-024: US 380 from West of CR 26 (Denton County line) to Coit Road
- Orange Segment - CSJs 0135-02-065, 0135-03-053, 0135-15-002: US 380 from Coit Road to FM 1827
- Purple Segment - CSJs 0364-04-051, 0047-05-058, 0047-10-002: Spur 399 from US 75 to US 380
- Yellow Segment - CSJ 0135-04-036: US 380 from FM 1827 to CR 560
- Green Segment - CSJ 0135-05-028: US 380 from CR 560 to CR 699 (Hunt County line)



These projects are advancing at different paces depending on the needs and availability of funding.

After the environmental review process for the orange segment (US 380 from Coit Road to FM 1827) 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



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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 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.

2. Didn't TxDOT already announce a final alignment?

No. TxDOT announced a Recommended Alignment at the end of its Collin County Feasibility Study. That recommendation was based on the data collected during the Feasibility Study and with the information that was available at the time. For TxDOT to name a final alignment (also referred to as a Preferred Alternative), the project must undergo a more in-depth environmental study and development of a schematic design as required by the National Environmental Policy Act (NEPA). TxDOT plans to announce the Preferred Alternative at a Public Hearing in early 2023.

3. Why is this US 380 Project a separate proceeding from the Spur 399 Extension Project?

NEPA requires that projects be studied separately to determine if they have independent utility, meaning they can function as a usable roadway without implementation of another project and not restrict consideration of alternatives for other foreseeable improvements. The Purpose and Need for the US 380 from Coit Road to FM 1827 Project includes addressing east to west traffic, while the Purpose and Need for the Spur 399 Extension Project includes addressing north to south traffic.

4. How will the other US 380 project segments be considered along with this US 380 project? Will they be coordinated?

TxDOT is required to evaluate the US 380 Project from Coit Road to FM 1827 as an independent project that would not require the construction of any other transportation improvements for it to operate. TxDOT is also evaluating possible options for connections to the other US 380 projects including the Spur 399 Extension Project. Regular coordination meetings occur between TxDOT staff and the project teams.

5. Why is this project needed?

The project is needed because population growth within the central portion of Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827, leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways.

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in the region. The purpose of the proposed action is to manage congestion, improve east-west mobility, and improve safety. The Purpose and Need Memorandum is available [here](#) for review.

6. What is the schedule for this project?

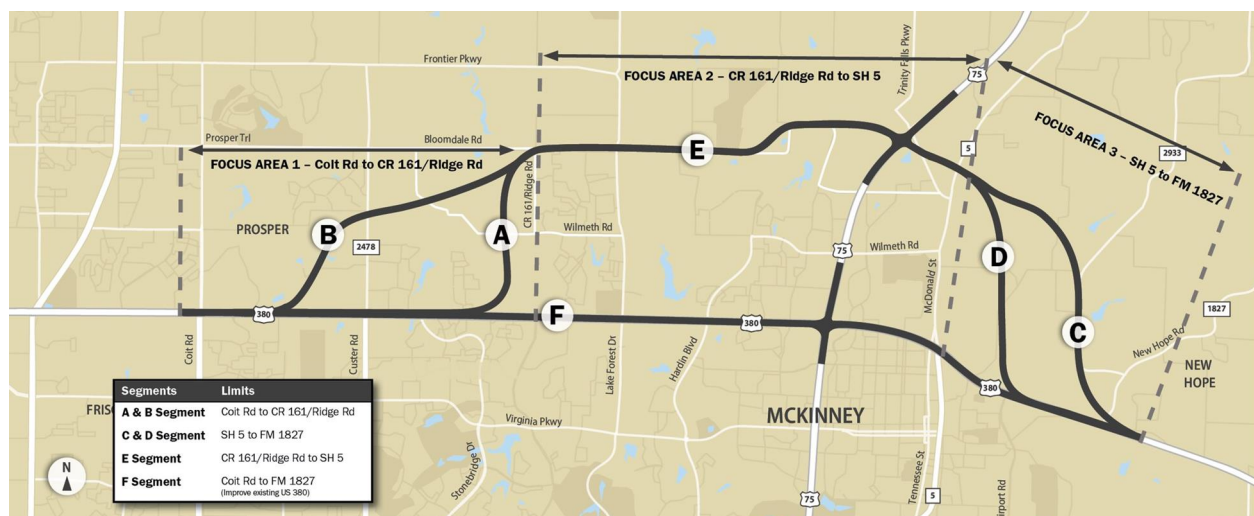
After evaluating input received at the Public Meeting, TxDOT will compile technical reports and develop a Draft EIS which will include identifying a Preferred Alternative and conducting agency reviews. TxDOT will also continue to further develop the schematic design of the Preferred Alternative. The public will have the opportunity to provide input on the Draft EIS and Preferred Alternative at a Public Hearing in early 2023. After the Public Hearing, TxDOT will finalize the EIS and anticipates obtaining a Record of Decision (ROD) in Spring of 2023. A ROD is the official approval of an EIS.

7. What is an Environmental Impact Statement (EIS)?

An EIS is a multi-year environmental review process that provides rigorous analysis of proposed alternatives and their environmental impacts. During the development of the EIS, TxDOT gathers more field data, completes a more detailed evaluation and schematic design, and completes even more coordination with agencies, stakeholders, and the public. An EIS is prepared when it is anticipated that a proposed project could 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.

8. What are the proposed project alternatives?

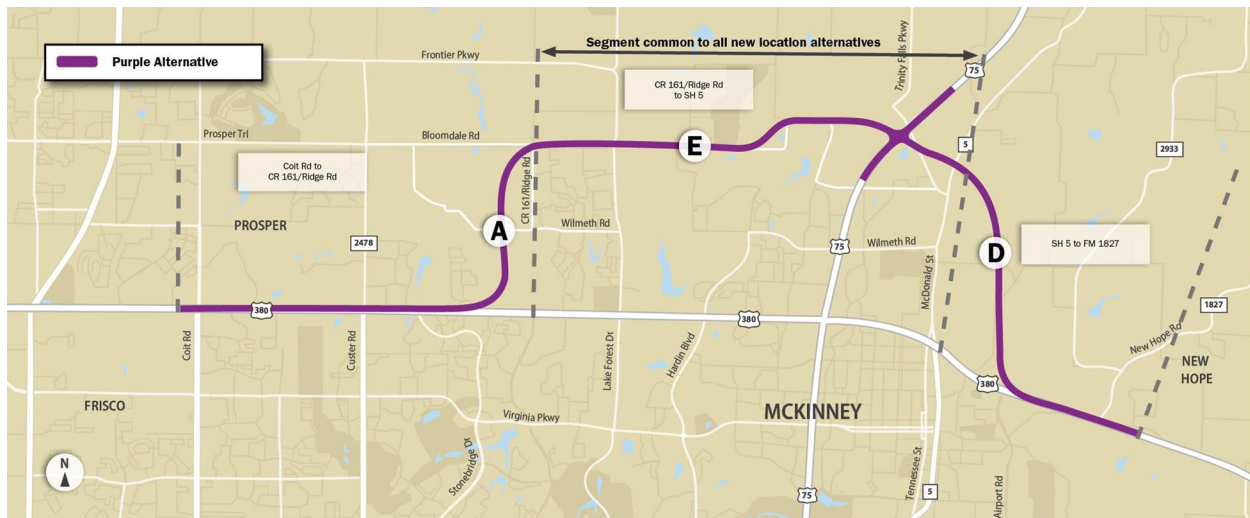
NEPA requires TxDOT to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as other alternatives developed by TxDOT. The alternatives under consideration are comprised of segments placed end-to-end connecting Coit Road on the west to FM 1827 on the east. Alternatives under consideration include the No-Build Alternative, improvement of the existing US 380 corridor (Segment F), and



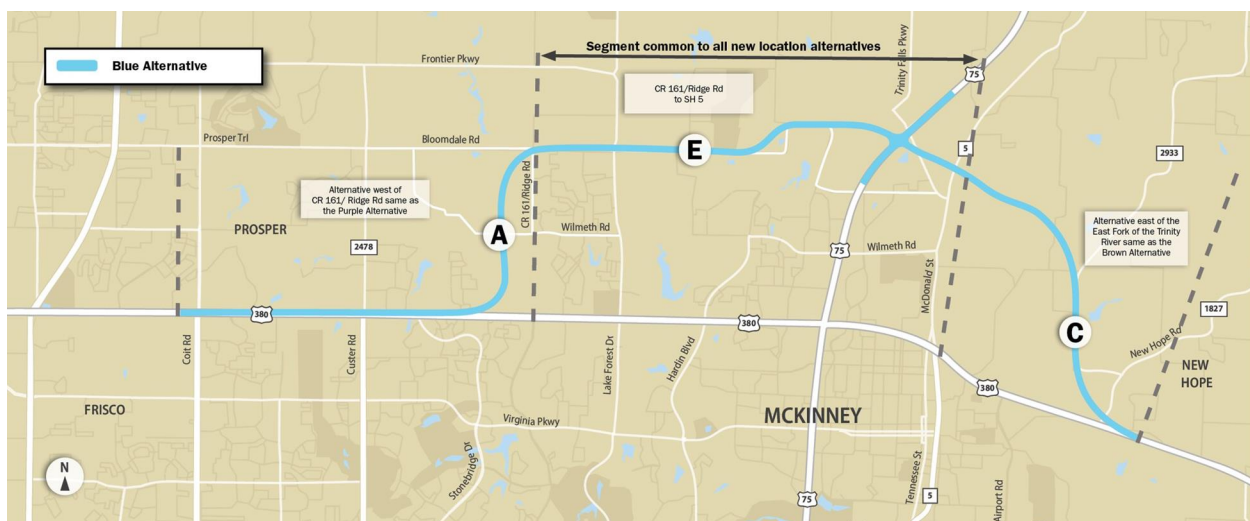
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four new location Build Alternatives that share a common segment in Focus Area 2 (Segment E). The new location alternatives differ in their alignments on the west and east ends of the study area.

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.

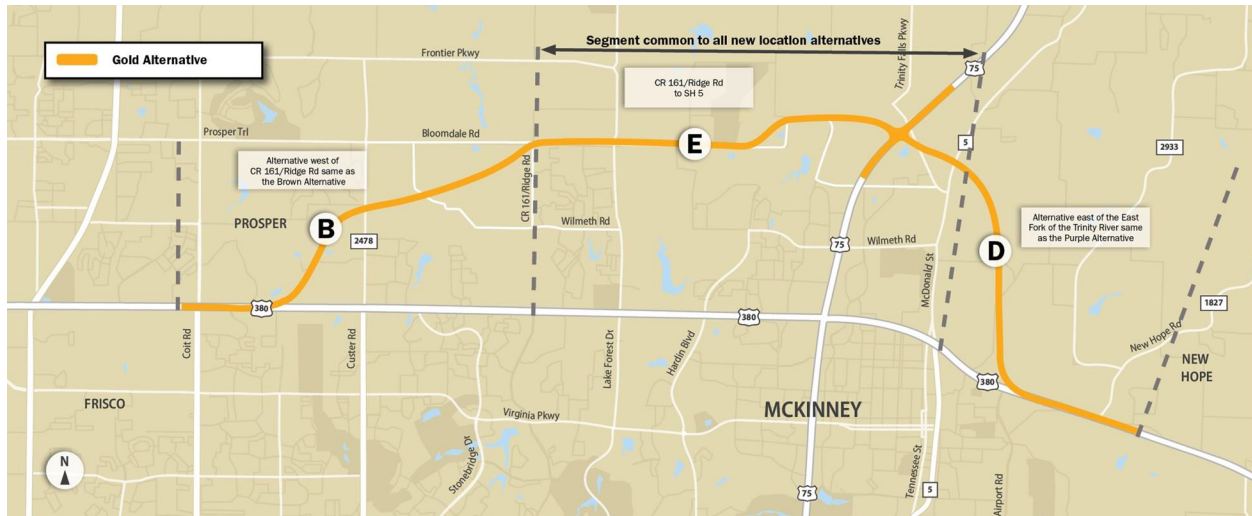


The Blue Alternative links Segments A, E, and C for a total length of approximately 15.6 miles. The Blue Alternative differs from the Purple Alternative between SH 5 and existing US 380 east of McKinney where the alignment follows Segment C parallel to and east of the East Fork of the Trinity River.

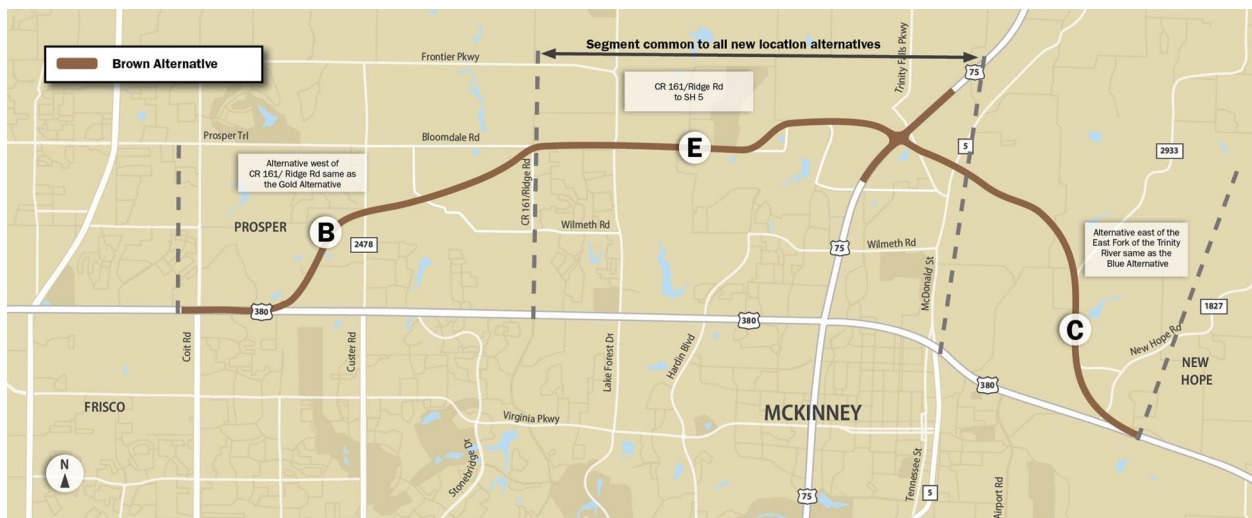


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The Gold Alternative links Segments B, E, and D for a total length of approximately 16.3 miles. It matches the Brown Alternative between Coit Road and SH 5.



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.

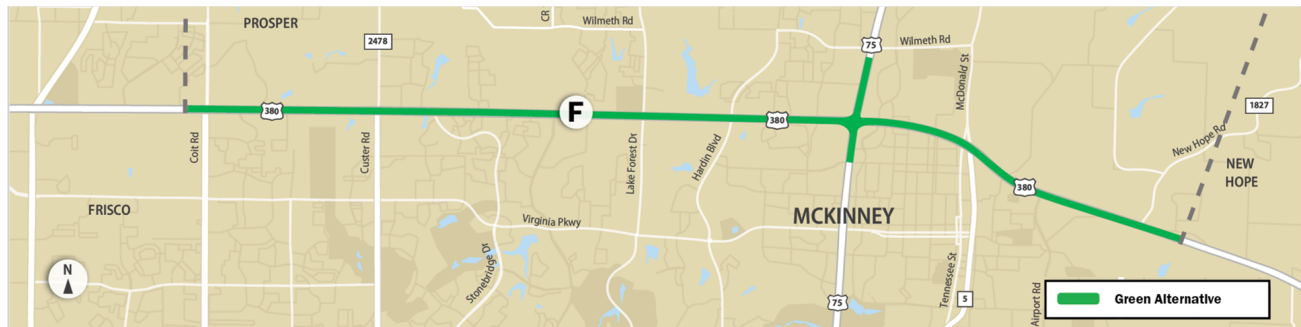


The Green Alternative would be a freeway constructed where the existing US 380 is today. A freeway in that location would require approximately 350 to 400 feet of right-of-way to be constructed. For reference, the right-of-way width for the existing US 380 varies from approximately 130 to 180 feet.

This Alternative will not be carried forward for further evaluation in the EIS for the following reasons:

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- Displaces 201 - 238 businesses including Raytheon
- Displaces more than 30 homes
- Impacts numerous parks and community facilities
- Separates and affects access to neighborhoods
- Impacts potential historic and environmental justice communities



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.

9. Why is Segment B still being considered after TxDOT announced a Recommended Alignment?

NEPA requires TxDOT, as part of the EIS process, to evaluate all viable alternatives considered and eliminated during the Feasibility Study, as well as alternatives developed by TxDOT. TxDOT's Recommended Alignment was based on the data collected during the Feasibility Study.

TxDOT has been completing a more detailed evaluation as it develops the EIS document. One example is that the study team conducted field assessments and surveys to determine locations of resources such as wetlands, floodplains, and culturally sensitive areas.

TxDOT continues to try and develop the least impactful alternative possible for this project, however this is a challenge due to the many constraints.



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10. What factors are being considered in the EIS?

You can view the factors considered in the Segment Analysis Matrix on the Public Meeting website at www.keepitmovingdallas.com/US380EISPublicMeeting. The matrix is a tool used to review segments and objectively compare them according to various evaluation criteria. The comparisons will be used to help TxDOT identify a Preferred Alternative. Each matrix includes both qualitative and quantitative data. It is organized into four different categories that TxDOT will consider including how well the project meets criteria for 1) Purpose and Need 2) engineering analysis 3) environmental analysis and 4) public input.

11. Why did TxDOT propose new location alignments during the Feasibility Study?

The Feasibility Study was initially focused along the existing US 380 corridor across Collin County followed by development of new location alignments that could draw traffic away from US 380 and other congested roadways within the county. Alignments were also developed to try to address the magnitude of growth occurring in Collin County communities.

Travel demand modeling for the US 380 corridor using the North Central Texas Council of Governments (NCTCOG) 2045 Travel Demand Model, indicated congestion along US 380 between Coit Road and FM 1827 during peak travel times is rated in engineering terms as having an “F” level of service (LOS). This means that the number of vehicles on the road exceeds the capacity of the roadway, causing a significant drop in travel speeds and an increase in congestion or delay in traffic, otherwise known as “stop-and-go traffic”. These traffic levels combined with constrained roadway capacity and multiple at-grade connections to local roadways contribute to the modeled LOS F in 2017, especially west of US 75 and a more congested/degraded LOS F across the US 380 corridor between Coit Road and FM 1827 by 2045.

A Select Link Analysis conducted during the US 380 Feasibility Study showed that in 2045, over half of eastbound and westbound traffic along US 380 through Collin County would opt to take a freeway bypass if available rather than continue along existing US 380.

12. What updates has TxDOT made since the Feasibility Study?

TxDOT has made notable updates since the end of the US 380 Feasibility Study in early 2020 and worked to address comments from project stakeholders. TxDOT continues to try to minimize displacements of homes, businesses, and community facilities. One example is that Segment B was moved so that it no longer directly impacts the recently opened Founders Classical Academy. By moving the freeway slightly to the south, TxDOT



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was able to fit it in a constrained area between the charter school and ManeGait. This change allows TxDOT to not directly impact either facility. The team also worked to avoid direct impacts to Erwin Park.

TxDOT continues to coordinate with developers and local governments to support future growth and minimize impacts when possible. TxDOT has done this with the Town of Prosper for multiple developments along Segment A in the town's limits. TxDOT has 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.

TxDOT has 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.

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.

13. What engineering tasks are being done by TxDOT?

TxDOT started to develop the schematic design for the Build Alternatives by evaluating how much right-of-way (ROW) is needed, developing horizontal and vertical alignments, customizing typical sections for different locations, developing ramp locations and interchanges, calculating more detailed cost estimates, evaluating and designing drainage, considering bicycle and pedestrian accommodations, and determining the constructability of the project. TxDOT has developed a schematic design that includes the following for review:

- mainlanes
- ramps



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- frontage roads
- horizontal and vertical alignments
- bridges or elevated structures
- retaining walls
- culverts
- proposed ROW needed for the proposed freeway
- existing utilities
- displacements

These features are available for review on the schematic roll plots at the Public Meeting website, www.keepitmovingdallas.com/US380EISPublicMeeting. On the website, you can also access the Schematic Viewing Guide that includes tips for how to review a schematic design.

14. Where can I find out more about the traffic analysis that was completed?

All of the data compiled for the traffic analyses was derived from Highway Capacity Software using TxDOT approved projections based on the NCTCOG Travel Demand Model, historical roadway volumes, future growth projections, and census data.

Using this data, TxDOT analyzed the following traffic indicators:

- Travel Time which is measured by the projected time it takes a motorist to drive the section of road from Coit Road to FM 1827 in the year 2050. We looked at different factors such as if the driver was in the morning and evening rush hour and if they were traveling eastbound and westbound.
- Average Speed is measured by the average projected speed it takes a motorist to drive from Coit Road to FM 1827 in the year 2050. We also looked at average speed in the morning and evening rush hour and traveling eastbound and westbound.
- Level of Service (LOS) measures the quality of vehicle traffic service based on performance measures like vehicle speed, density, and congestion. For example, a level of service “F” is a rating assigned to roadways with breakdown flow which means that there are high traffic volumes and limited capacity on the roadway. A level of service “A” is a rating that means free flow conditions with low traffic volumes and greater roadway capacity available.

Additional information regarding the traffic analyses can be found on the Segment Analysis Matrix.



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15. Could public input or input from local governments influence TxDOT's selection of the Preferred Alternative?

Public and stakeholder input is one of the many things that TxDOT must consider when making its final decision. The Preferred Alternative will not be selected based on input from the public or a city alone. TxDOT does prefer to work with local governments to find ways to address mobility issues in their areas. TxDOT will continue to work with local governments as it progresses through the EIS process and the evaluation of alternatives.

16. What is included in the total project cost?

The total project costs are estimates TxDOT developed when considering costs for planning, engineering, and design; roadway construction; right-of-way; and utility relocations.

17. What safety measures are being considered?

Any future improvements will be designed to meet current design standards and address deficiencies of the current roadway system where feasible. Any new location freeway alternative would likely reduce the number of crashes on the existing US 380 since a freeway would attract traffic away from the existing US 380 and also reduce congestion. All segments would be a freeway generally consisting of eight lanes (four in each direction), and two lanes of continuous access roads running parallel to each side. Traffic will be traveling in one direction which eliminates direct access to the freeway mainlanes from driveways and other roadways. Drivers will only be able to make left turns or U-turns where there are signalized intersections on access roads.

18. Will noise be evaluated during the EIS?

Yes. A traffic noise analysis will be conducted after TxDOT assesses public input from the March 2022 Public Meeting for any feasible changes that can be made to the schematic design. Existing sound level measurements will be collected at noise sensitive areas adjacent to the segments. Noise modeling software will also predict what noise would be expected in 2050. Noise abatement measures are evaluated if traffic noise impacts are identified. Results will be presented at the Public Hearing. TxDOT has already included below grade roadways in the current design, which are generally considered to help with mitigating noise impacts to nearby neighborhoods.

19. Will air quality be evaluated during the EIS?

Yes, TxDOT will evaluate how the project impacts air quality after the Public Meeting and will provide results at the Public Hearing. Studies will be conducted to determine if the project is compliant with regional and federal



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air quality standards. The air quality analysis will follow regulatory requirements, and will address the following four components for the Preferred Alternative once selected:

- conformity of the proposed project with the Texas Commission on Environmental Quality (TCEQ) State Implementation Plan (SIP), which essentially means that the project must be consistent with the information in the SIP such as the design (number of lanes), schedule, and cost;
- carbon monoxide (CO) emissions;
- mobile source air toxics (MSAT); and
- the Congestion Management Process (CMP).

The air quality analysis may involve coordination with various resource agencies and planning organizations including the US Environmental Protection Agency (EPA), TCEQ, North Texas Council of Governments (NCTCOG), and Federal Highway Administration (FHWA). Air quality analyses require an approved alignment and traffic volumes in order to be prepared. Read the TxDOT guidance documents regarding air quality [here](#).

20. What will the impact be to dams, wetlands, floodplains, and other sensitive resources?

TxDOT has conducted field assessments during the development of the EIS to identify all dams, wetlands, floodplains, and other sensitive resources in the study area. TxDOT is aware of the dams near the Tucker Hill and Stonebridge neighborhoods. The effect of the alternatives under consideration on the function of the dams will be assessed and mitigation measures will be considered, if necessary. More information can be found on the Segment Analysis Matrix.

21. Will any of the alternatives under consideration require displacements?

All alternatives would require displacements, including residences, businesses, and other buildings such as barns and outbuildings. TxDOT has been working to reduce the number of displacements for each alternative. However, some displacements cannot be avoided as TxDOT is required to comply with state and federal design standards. Interactive maps and schematic design roll plots that indicate displacements can be viewed at www.keepitmovingdallas.com/US380EISPublicMeeting.

22. How will the project impact community facilities? ManeGait Therapeutic Horsemanship?

None of the alternatives being presented directly impact any community facility including 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



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operations. Ultimately, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings.

23. How do I request additional access to my neighborhood from the proposed freeway?

You can request additional access by submitting a public comment. TxDOT is aware that should any alternative that includes Segment A be the final, Preferred Alternative that the Tucker Hill neighborhood requested a second entrance to the neighborhood. TxDOT will continue to work with stakeholders, including Tucker Hill residents, through this and subsequent phases of project development and construction to maintain and potentially improve access.

24. Is TxDOT tracking future developments in the study area?

Yes, TxDOT is tracking future developments as a part of this project. These include locations of future homes, businesses, schools, and open space. TxDOT is and will continue to coordinate with local governments and developers to gather the information on project status, potential cost, and planning/permit process timelines.

25. How will the project impact Erwin Park?

No alternative being considered would require land from Erwin Park. Section 4(f) of the Department of Transportation Act stipulates that TxDOT cannot approve the use of land from publicly owned parks or recreational areas, wildlife and waterfowl refuges or public and private historic sites unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of that land; and the action includes all possible planning to minimize harm to the property resulting from such use
- TxDOT determines that the use of the property will have a de minimis impact

More information about the Section 4(f) process and how you can get involved can be viewed on the Public Meeting exhibit boards at www.keepitmovingdallas.com/US380EISPublicMeeting.

26. Will the project impact any historic properties?

An intensive survey is underway to identify the NRHP-eligibility of a property on Dave Brown Road in the proposed ROW of the interchange between Segment C and existing US 380. An NRHP-eligible Dallas Garland Northeastern (DGNO) railroad truss bridge is located on the edge of the proposed right-of-way (ROW).



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There are no cemeteries in the proposed ROW for any of the segments. The results of archeological surveys will be evaluated after the Public Meeting and incorporated in the Draft EIS (DEIS) for disclosure at the Public Hearing.

27. Who can I contact at TxDOT about the project?

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TxDOT's normal business hours are 8:00 a.m. – 5:00 p.m. (central time), Monday through Friday.