



SEGMENT
ANALYSIS MATRIX

US 380 FROM COIT ROAD TO FM 1827
CSJs: 0135-02-065, 0135-03-053, AND 0135-15-002



*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 (MCKINNEY-WEST)	SEGMENT B (PROSPER - FURTHEST WEST)	SEGMENT E (BLOOMDALE) COMMON TO ALL ALTERNATIVES	SEGMENT C (MCKINNEY- FURTHEST EAST)	SEGMENT D (MCKINNEY - EAST)	NO-BUILD ALTERNATIVE	KEY TAKEAWAYS
Purpose & Need	Manage Congestion - Travel Time Measured by the projected time in minutes (min) it takes a motorist to drive the section of road from Coit Road to FM 1827 in the year 2050 (TxDOT Design Year). Noted for the morning and evening rush hour and traveling both eastbound and westbound. 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.	<div>● Morning Rush Hour 4.3 min (Eastbound) 5 min (Westbound)</div>	<div>● Morning Rush Hour 3.7 min (Eastbound) 3.9 min (Westbound)</div>	<div>● Morning Rush Hour 5.6 min (Eastbound) 6.3 min (Westbound)</div>	<div>● Morning Rush Hour 4.3 min (Eastbound) 4.3 min (Westbound)</div>	<div>● Morning Rush Hour 3.1 min (Eastbound) 3.2 min (Westbound)</div>	<div>○ Morning Rush Hour 70.9 min (Eastbound) 91.5 min (Westbound)</div>	
		<div>● Evening Rush Hour 4.3 min (Eastbound) 5 min (Westbound)</div>	<div>● Evening Rush Hour 3.8 min (Eastbound) 3.8 min (Westbound)</div>	<div>● Evening Rush Hour 5.7 min (Eastbound) 6.2 min (Westbound)</div>	<div>● Evening Rush Hour 4.5 min (Eastbound) 3.8 min (Westbound)</div>	<div>● Evening Rush Hour 3.2 min (Eastbound) 3.1 min (Westbound)</div>	<div>○ Evening Rush Hour 118.8 min (Eastbound) 108.3 min (Westbound)</div>	
	Manage Congestion - Average Moving Speed Measured by the average projected speed in miles per hour (MPH), it takes a motorist to drive from Coit Road to FM 1827 in the year 2050 (TxDOT Design Year). Noted for the morning and evening rush hour and traveling eastbound and westbound. 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.	<div>● Morning Rush Hour 67.8 MPH (Eastbound) 63 MPH (Westbound)</div>	<div>● Morning Rush Hour 67.7 MPH (Eastbound) 64 MPH (Westbound)</div>	<div>● Morning Rush Hour 64.7 MPH (Eastbound) 59.5 MPH (Westbound)</div>	<div>● Morning Rush Hour 65.8 MPH (Eastbound) 67.7 MPH (Westbound)</div>	<div>● Morning Rush Hour 67.4 MPH (Eastbound) 67.1 MPH (Westbound)</div>	<div>○ Morning Rush Hour 14 MPH (Eastbound) 10 MPH (Westbound)</div>	
		<div>● Evening Rush Hour 67.7 MPH (Eastbound) 63.4 MPH (Westbound)</div>	<div>● Evening Rush Hour 66.8 MPH (Eastbound) 66.2 MPH (Westbound)</div>	<div>● Evening Rush Hour 64.3 MPH (Eastbound) 60.6 MPH (Westbound)</div>	<div>● Evening Rush Hour 63.9 MPH (Eastbound) 67.9 MPH (Westbound)</div>	<div>● Evening Rush Hour 65.8 MPH (Eastbound) 68.0 MPH (Westbound)</div>	<div>○ Evening Rush Hour 10 MPH (Eastbound) 9 MPH (Westbound)</div>	
	Improve East-West Mobility - Level of Service (LOS) 2050 (TxDOT Design Year) LOS using a scale of A to F. Level of Service 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. 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.	<div>● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)</div>	<div>● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)</div>	<div>● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)</div>	<div>● Morning Rush Hour LOS B (Eastbound) LOS B (Westbound)</div>	<div>● Morning Rush Hour LOS B (Eastbound) LOS C (Westbound)</div>	<div>○ Morning Rush Hour LOS F (Eastbound) LOS F (Westbound)</div>	
		<div>● Evening Rush Hour LOS B (Eastbound) LOS B (Westbound)</div>	<div>● Evening Rush Hour LOS B (Eastbound) LOS B (Westbound)</div>	<div>● Evening Rush Hour LOS C (Eastbound) LOS B (Westbound)</div>	<div>● Evening Rush Hour LOS B (Eastbound) LOS B (Westbound)</div>	<div>● Evening Rush Hour LOS C (Eastbound) LOS B (Westbound)</div>	<div>○ Morning Rush Hour LOS F (Eastbound) LOS F (Westbound)</div>	
	Improve Safety	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. Generally safety is not measurably better or worse on any one Build Alternative.					The ability to provide safety improvements along existing US 380 is constrained by existing and proposed development.	
	Meet Purpose & Need	All Build Alternatives meet the project's Purpose and Need. The results of the traffic and safety analyses demonstrate that these alternatives are very similar by comparison.					Does not meet the project's Purpose and Need. Would not help manage congestion, improve east-west mobility, or improve safety.	



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Engineering	Total Segment Length along Centerline (miles)	5.5 miles	4.5 miles	5.6 miles	4.7 miles	4.9 miles	0 miles	
	Total Bridge Length (miles)	3.31 miles	4.91 miles	12.38 miles	7.23 miles	14.69 miles	0 miles	Bridge sections include mainlanes, frontage roads, ramps, direct connectors, cross streets, and turnarounds.
	Number of New Grade-Separated Interchanges	6 new interchanges	5 new interchanges	9 new interchanges	without Spur 399 Ext. connection 4 new interchanges	without Spur 399 Ext. connection 2 new interchanges	No new grade-separated interchanges	Interchange design is coordinated with local governments.
					with Spur 399 Ext. connection 5 new interchanges	with Spur 399 Ext. connection 4 new interchanges		
Number of Major Utility Conflicts and Construction Delays		7 major utility conflicts 48" NTMWD Waterline 30"-66" McKinney Waterline 36" McKinney Waterlines (3) 72" Irving Waterline McKinney University Pump Station water distribution lines	2 major utility conflicts 48" NTMWD Waterline 72" Irving Waterline	6 major utility conflicts 36" McKinney Waterlines (2) 36" McKinney Wastewater lines (2) Transmission Line (2)	2 major utility conflicts 72" Irving Waterline 84" NTMWD Waterline (under construction)	6 major utility conflicts 72" Irving Waterline 84" NTMWD Waterline (under construction) 48" Melissa Wastewater line 72" NTMWD Waterline 48" NTMWD Wastewater line 36" McKinney Waterline	No major utility conflicts	Major utility conflicts include existing transmission lines and power, electric, water, and wastewater utilities that are 36" or larger in diameter.
Estimated Cost to Relocate and Accommodate Utilities in Millions (M)		Cost for relocating major and minor utilities is estimated to be \$61M <i>*Cost potentially greater as this does not include the cost for the pump station water lines</i>	Cost for relocating major and minor utilities is estimated to be \$25.2M	Cost for relocating major and minor utilities is estimated to be \$23.1M	Cost for relocating major and minor utilities is estimated to be \$35.6M	Cost for relocating major and minor utilities is estimated to be \$87.5M	No cost to relocate any utilities	At least two years of design and construction would be required for all Build Alternatives prior to taking existing utilities out of service.



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Displacements and Right-of-Way Requirements	Residential Displacements	2 residential displacements	5 residential displacements	13 residential displacements	without Spur 399 Ext. connection 16 residential displacements with Spur 399 Ext. connection 18 residential displacements	without Spur 399 Ext. connection 12 residential displacements with Spur 399 Ext. connection 12 residential displacements	No displacements	The location of displacements can be found on the schematic roll plot and interactive map.
	Business Displacements	17 business displacements	0 business displacements	0 business displacements	without Spur 399 Ext. connection 34 business displacements with Spur 399 Ext. connection 35 business displacements	without Spur 399 Ext. connection 38 business displacements with Spur 399 Ext. connection 43 business displacements	No displacements	The location of displacements can be found on the schematic roll plot and interactive map. The business types displaced by all Build Alternatives aren't unique to the area as there are other areas where they could re-establish.
	Other Displacements (includes barns, sheds, and outbuildings)	12 other displacements	7 other displacements	37 other displacements	without Spur 399 Ext. connection 39 other displacements with Spur 399 Ext. Connection 42 displacements	without Spur 399 Ext. connection 32 other displacements with Spur 399 Ext. connection 32 other displacements	No displacements	The location of displacements can be found on the schematic roll plot and interactive map.
	Amount of New Right-of-Way (ROW) Required (acres) Estimated ROW Cost in Millions (M)	179.8 acres \$177.8M	191.1 acres \$136.8M	272.61 acres \$83.3M	without Spur 399 Ext. connection 209.6 acres \$168.3M with Spur 399 Ext. connection 221.7 acres	without Spur 399 Ext. connection 228 acres \$158.5M with Spur 399 Ext. connection 238.8 acres	No new ROW required No cost to acquire ROW	
Land Use and Development Impacts	Land Use	Mix of land uses including single and multi-family residential, commercial, and open space with many developing parcels. Areas not currently planned for development would most likely change to uses matching those currently planned as infill occurs.		This area is dominated by existing and planned residential land uses (primarily single-family), The City of McKinney has acquired additional land west of Erwin Park both north and south of Bloomdale for future recreational use. The area west of the proposed US 380/US 75 interchange is planned for mixed-use development. East of US 75, the area is dominated by floodplains that would limit development along the freeway.	Land use may change from the rural residential and agricultural uses currently present to more dense land uses in areas not restricted by floodplains. More potential for development than Segment D because the area does not have as many acres of floodplains and floodways. Redevelopment may occur adjacent to the proposed interchange connecting to existing US 380.	Land use may change from the rural residential and agricultural uses currently present to more dense land uses in areas not restricted by floodplains. Less development potential than Segment C because the area is consumed with floodplains and floodways Redevelopment may occur adjacent to the proposed interchange connecting to existing US 380.	Since there would be no improvements, there would not be a change in land use due to the project.	
	Considerable Future Development Impacts and Planning and Zoning Commission Status (As identified through City of McKinney, Town of Prosper, and Collin County coordination)	The Chase at Wilson Creek - Billingsley Multifamily (Preliminary Plat), potentially 204 residential displacements, planned for construction start in the Fall/Winter of 2022 Billingsley Residential (Preliminary Plat), potentially 163 residential displacements Shops at Walnut Grove (Preliminary Plat), number of units TBD	Billingsley Residential (Preliminary Plat), potentially 201 residential displacements Wandering Creek Residential (Preliminary Plat), potentially 8 residential displacements Ladera Residential Phase 1 (Approved Site Plan), potentially 111 residential displacements	Painted Tree Residential (Preliminary Plat) Erwin Farms Residential (Preliminary Plat), potentially 50 residential displacements Timber Creek Phases 7 & 8 (Site Plan Review)	According to the City of McKinney's Future Land Use Plan, this area has potential to be a location for future residential development.	No considerable future development impact.	No affect on future land use changes or proposed developments away from the existing US 380 corridor. However, areas of vacant land along existing US 380 would continue to develop and generate additional traffic, contributing to increased congestion and delay and continue to negatively affect mobility along US 380. Reduced mobility and increased congestion into the future could deter future development within McKinney and adjacent areas.	Due to the considerable and fast paced growth in the area, TxDOT is tracking future developments including future homes and businesses. This is an important consideration because even if those homes and businesses are not there today, it is very possible they will be when TxDOT would construct the project. TxDOT is working with local governments to gather information on developments currently going through the planning/permit process that would be potentially impacted by the project. Lists of future developments provided here are not comprehensive. See development maps on our presentation, exhibits, and interactive map. TxDOT will continue to work with developers and local governments to minimize development impacts.



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Environment and Natural Resources	Total Acres of Jurisdictional Wetlands Total Linear Feet of Rivers/Streams Total Acres of Forests and Prairies/Grasslands	1.8 total acres of jurisdictional wetlands 4,665 total linear feet of rivers/streams 67 total acres of forest/ 41 total acres of prairies and grasslands Would not require an Individual Standard Section 404 Permit (IP)	0.7 total acres of jurisdictional wetlands 1,852 total linear feet of rivers/streams 35 total acres of forest/67 total acres of prairies and grasslands Would not require an IP	0.9 total acres of jurisdictional wetlands 2,187 total linear feet of rivers/streams 62 total acres of forest/47 total acres of prairies and grasslands Would not require an IP	0.2 total acres of jurisdictional wetlands 1,008 total linear feet of rivers/streams 100 total acres of forest/86 total acres of prairies and grasslands Would not require an IP	0.4 total acres of jurisdictional wetlands 1,140 total linear feet of rivers/streams 58 total acres of forest/20 total acres of prairies and grasslands Would not require an IP	No impact	Based on the 60% schematic design and the current hydraulic analysis, none of the Build Alternatives would require an Individual Permit (IP) due to each individual crossing impact being below IP threshold.
	Water Features, Section 303(d) Waters, Floodplains (100-year) and Floodways within Proposed Right-of-Way (ROW) in acres	20 acres of floodplain 6 acres of regulatory floodway	25 acres of floodplain 1 acre of regulatory floodway	110 acres of floodplain 29 acres of regulatory floodway	without Spur 399 Ext. connection 36 acres of floodplain 32 acres of regulatory floodway with Spur 399 Ext. connection 45 acres of floodplain 58 acres of regulatory floodway	without Spur 399 Ext. connection 132 acres of floodplain 106 acres of regulatory floodway with Spur 399 Ext. connection 138 acres of floodplain 107 acres of regulatory floodway	No impact	2 Impaired Waters for all alternatives (Wilson Creek and East Fork Trinity River above Lake Lavan) Mitigation to be determined. Sections of the roadway constructed on bridges would result in fewer acres of impacts to floodplains and floodways.
	Protected Species and their Potential Habitats Potential protected species in the study area include the Alligator Snapping Turtle, 3 Mussels, Monarch butterfly (candidate species), bats species (Species of Greatest Conservation Need or SGCN), 2 bird species (Black Rail and Whooping Crane)	Potential stop-over habitats along Wilson Creek Tributary east of Tucker Hill (Black Rail and Whooping Crane habitat) 6 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 11 crossings of wooded habitats (potential SGCN bat species habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	10 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 12 crossings of wooded habitats (potential SGCN bat species habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	Potential stop-over habitats along Honey Creek (Black Rail and Whooping Crane habitat) Tributaries near Collin County Courthouse and Campus (potential Mussel and Alligator Snapping Turtle habitat) 7 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 15 crossings of wooded habitats (potential SGCN bat species habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	without Spur 399 Ext. connection 1 perennial stream crossing (potential Mussel and Alligator Snapping Turtle habitat) 6 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between Segments C & D (Black Rail and Whooping Crane habitat) Tributaries near Collin County Campus (potential Mussel and Alligator Snapping Turtle habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly with Spur 399 Ext. connection 2 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 7 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between C & D (Black Rail and Whooping Crane habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	without Spur 399 Ext. connection 3 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 4 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between C & D Grasslands and pastures would be potential habitats for the Monarch butterfly with Spur 399 Ext. connection 4 perennial stream crossings (potential Mussel and Alligator Snapping Turtle habitat) 5 crossings of wooded habitats (potential SGCN bat species habitat) Potential stop-over habitats along East Fork of Trinity River at gore between C & D (Black Rail and Whooping Crane habitat) Grasslands and pastures would be potential habitats for the Monarch butterfly	No impact	Coordination is ongoing with the Texas Parks & Wildlife Department to obtain concurrence on the type of effect the project may have on habitats in the study area and on their use by federal and state-protected species including freshwater mussels, migratory birds, and other resident wildlife. Mitigation to minimize impacts will be considered.



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Environment and Natural Resources - Continued	Hazardous Materials	11 sites (7 low risk, 2 moderate risk, 2 high risk) Potential high risk sites are Bomac (current Valvoline Oil Change Facility) and the closed Country Boy Store	0 sites with potential to affect the project	6 sites (4 low risk, 2 moderate risk)	without Spur 399 Ext. connection 9 sites (4 low risk, 5 moderate risk) with Spur 399 Ext. connection 11 sites (5 low risk , 6 moderate risk) with Spur 399 Ext. connection 9 sites (4 low risk, 5 moderate risk)	without Spur 399 Ext. connection 5 sites (3 low risk, 2 moderate risk) with Spur 399 Ext. connection 9 sites (5 low risk, 3 moderate risk, 1 high risk) with Spur 399 Ext. connection 7 sites (3 low risk, 3 moderate risk, 1 high risk) High risk site - Lattimore Materials	No impact	Sites of potential high risk are located along the existing US 380 corridor.
	Farmland Impacts	44.3 acres Prime Farmland 14.9 acres Statewide Important Farmland	46.3 acres Prime Farmland 2 acres Statewide Important Farmland	174.9 acres Prime Farmland 25 acres Statewide Important Farmland	With and Without Spur 399 Ext. connection 56.6 acres Prime Farmland No Statewide Important Farmland	With and Without Spur 399 Ext. connection 61.9 acres Prime Farmland No Statewide Important Farmland	No impact	Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food. Statewide Important Farmland is identified as such by the state or local agency. Mitigation would not be required.
Community Impacts and Cultural Resources	Community Facilities Affected or Separated from Neighborhoods	None of the proposed segments directly impact any community facilities including parks, places of worship, community centers, or other neighborhood services and facilities. None of the segments would bisect neighborhoods not already separated by existing roadways. All segments are adjacent to facilities and may create a sense of a barrier or separation between neighborhoods.					As growth continues, increasing traffic congestion and delay along existing US 380 may contribute to increased travel times for emergency responders and add time to school bus routes. Congestion and delay may also interfere with the public gaining access to community facilities located along or primarily accessed from existing US 380.	
	Disproportionate Impacts to Environmental Justice (EJ), Low-Income, and Minority Communities Source for data is the 2015-2019 American Community Census 5-YR Estimates	Segments A, B, C, and E do not intersect low-income or minority block groups nor are there any displacements located in minority block group. Segment D with the Spur 399 Ext. connection would separate historic minority neighborhoods from parks.					Increasing traffic volumes along existing US 380 would contribute traffic noise, localized air emissions, and congestion affecting access to low-income and minority neighborhoods adjacent to US 380.	
	Visual and Aesthetic Impacts	Construction of all segments would change the existing visual environment caused by new location roadways, new grade-separated interchanges, new safety streetlighting, and signage. Grade separated interchanges align a junction of two or more roadways at different heights (grades) so that they will not disrupt the traffic flow when they cross each other. Grade separated interchanges generally consist of a combination of roads and bridges (overpasses or flyovers).					No impact	
	Archeological Sites, Cemeteries, and Historic Properties	No direct effect on recommended National Register of Historic Place (NRHP) eligible resources	No direct effect on recommended NRHP-eligible resources	No direct effect on recommended NRHP-eligible resources	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.	NRHP-eligible Dallas Garland Northeastern (DGNO) railroad truss bridge is located on the edge of the proposed right-of-way (ROW)	No impact	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.



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Community Impacts and Cultural Resources - Continued	Protected Lands/Parks (Section 4(f), Section 6(f), Chapter 26 properties)	No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	<i>without Spur 399 Ext. connection</i> 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. It is possible it could result in a "use" under Section 4(f) (historic site). No other Section 4(f), Section 6(f) or Chapter 26 properties would be impacted.	<i>without Spur 399 Ext. connection</i> No Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.	No impact	See glossary for definitions of Section 4(f), Section 6(f), and Chapter 26. All segments avoid Erwin Park.
					<i>with Spur 399 Ext. connection</i> 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. It is possible it could result in a "use" under Section 4(f) (historic site) No other Section 4(f), Section 6(f) or Chapter 26 properties would be impacted. ROW may be needed from McKinney Future Parkland (de minimis Section 4(f))	<i>with Spur 399 Ext. connection</i> ROW may be needed from McKinney Future Parkland (de minimis Section 4(f); no other Section 4(f), Section 6(f), or Chapter 26 properties would be impacted.		
Air Quality and Traffic Noise	Air Quality	Regardless of the segment, Mobile Source Air Toxics are expected to decline significantly in the future due to federal regulations on vehicles, fuels, fleet turnover, and the increased use of electric vehicles.					Localized air emissions would increase due to the increase in traffic volumes and congestion contributing to slower travel speeds and longer idling times at signalized intersections. Although these effects would be localized, overall, Mobile Source Air Toxics are expected to decline significantly in the future due to federal regulations on vehicles, fuels, fleet turnover, and the increased use of electric vehicles.	Air quality is a measure of how clean or polluted the air is in the project vicinity. Any impacts would likely be similar since the EPA designated Collin County as marginal non-attainment for the 2015 ozone National Ambient Air Quality Standard (NAAQS). The proposed project is also forecasted to carry more than 140,000 vehicles per day in 2045, the threshold triggering detailed air quality analyses. TxDOT will evaluate how the project impacts air quality after the Public Meeting and provide results at the Public Hearing. Studies will be conducted to determine if the project is compliant with regional and federal air quality standards. Studies will consider fuel types and usage, new vehicle technologies, vehicle idling and traffic congestion, and air emissions during construction.
	Traffic Noise	To be determined					Increases in traffic volumes, including the use of the corridor by heavy trucks, would contribute to increased traffic noise. Numerous receptors, including residences, daycares, medical facilities, and schools, along existing US 380 would experience increased noise levels. Modeling will be conducted to determine how many receptors are affected and if the construction of barriers would reduce noise impacts.	Traffic Noise Analysis will be conducted after TxDOT assesses public input from this 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 roadway designs, which are generally considered to help with mitigating noise impacts to nearby neighborhoods.



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Induced Growth Cumulative Effects	Induced Growth	To be determined					To be determined	Induced growth involves identifying what likely land use changes and development could occur in the study area as a result of the improved mobility and connectivity the proposed project would provide. Typically, induced development could be the development of gas stations, truck stops, and hotels in the vicinity of the new roadway. Induced growth or development can have both positive and negative effects – it can be a positive for tax base and employment growth but negative for things like impacts to traffic noise and natural resources.
	Cumulative Effects	To be determined					To be determined	How the environment in the study area could be affected by the US 380 project, together with other current and future reasonably foreseeable local and regional projects and other non-roadway projects, will be assessed. Some projects could include the following: all other US 380 segments in Collin County, Spur 399 Ext., US 380 Denton County, Collin County Outer Loop, and all proposed developments in the study area as they will be traffic generators and have impacts of their own.
Cost	Estimated Right-of-Way Cost + Estimated Cost to Relocate and Accommodate Utilities + Estimated Design and Construction Cost = Estimated Total Project Cost M=Million	\$177.8M + \$61.0M + \$449.7M = \$688.5M Estimated Total	\$136.8M + \$25.2M + \$427.7M = \$589.7M Estimated Total	\$83.3M + \$23.1M + \$704.9M = \$811.3M Estimated Total	\$168.3M + \$35.6M + \$491.5M = \$695.4M Estimated Total	\$158.5M + \$87.5M + \$606.4M = \$852.4M Estimated Total	Although no money would be spent to build or improve a road, long-term costs would occur due to maintenance of the existing roadway system, increased congestion and safety considerations as traffic increases, and travel times and delay increases as traffic continues to grow in the study area.	
Stakeholder, Agency, and Public Input	City of McKinney		Support	Support a freeway alignment generally between future Ridge Road and Community Avenue				Opposes Segment F (freeway constructed along the existing US 380)
	Town of New Hope							Supports locating proposed expansion north of the Town of New Hope
	Town of Prosper	Supports US 380 being a Controlled Access Highway along its current alignment within the Town limits.	Oppose					
	Collin County			Supports alignment along CR 164 and Bloomdale Rd between future Ridge Rd and Community Ave with possible adjustments of up to 300 ft each side.				
	Texas Parks and Wildlife Department				Discourages Segments C & D and supports use of existing roadways.	Discourages Segments C & D and supports use of existing roadways.		
	Public							To be determined after Public Meeting

Information shown is only for positions provided by local governments and agencies in the study area. Since the schematic for the alternatives are only now being made available, the public, local governments, and agencies will require time to review information before providing official positions or resolutions.