



# Public Meeting

## US 380 Project

### Coit Road to FM 1827

CSJs: 0135-02-065, 0135-03-053 and 0135-15-002  
Collin County

March 22, 2022



# PROJECT DEVELOPMENT

## WHERE WE'VE BEEN



**2016**

Collin County identified US 380 as a priority project for a Limited Access Roadway study. The location is not specified.



**2017-2020**

TxDOT Feasibility Study recommended an alignment for a freeway across Collin County.



**2020**

TxDOT begins the US 380 from Coit Road to FM 1827 Environmental Impact Statement (EIS) and Schematic Design Project.



## Project Development – 5 Independent Projects

### THE RECOMMENDED ALIGNMENT



TxDOT initiated Schematic and Environmental studies for each section shown in different colors on the map.

This Public Meeting will address the **ORANGE** Alignments.

The solid **ORANGE** alignment represents the TxDOT Recommended Alignment from the Feasibility Study from Coit Road to FM 1827.

**THE RECOMMENDED ALIGNMENT HAS BEEN BROKEN  
INTO 5 PROJECTS OF INDEPENDENT UTILITY**



### **NEPA** PROCESS

National  
Environmental  
Policy Act

TxDOT is developing an EIS under an agreement with the Federal government.

## **TxDOT'S NEPA ASSIGNMENT**

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 the Federal Highway Administration (FHWA) and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.



## What We Heard – Public and Agency Scoping Meetings



- 
- ✓ Impacts/proximity to homes, parks, & community resources
  - ✓ Impacts to future development
  - ✓ Effects on environmental resources
  - ✓ Concerns about noise and air pollution
  - ✓ High level feedback from agencies regarding evaluation and review processes, and applicable regulations



### PROJECT PURPOSE & NEED



MANAGE  
CONGESTION

## PURPOSE



IMPROVE  
EAST-WEST MOBILITY



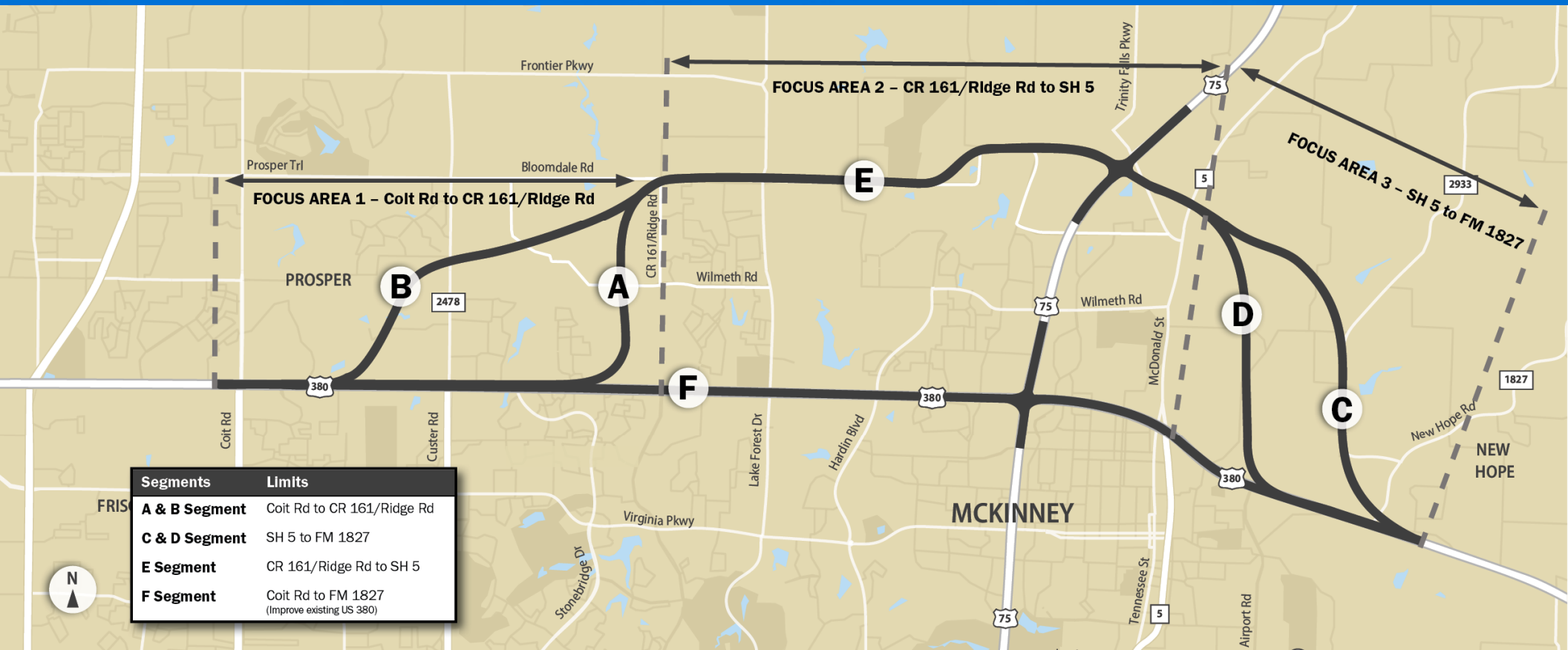
IMPROVE  
SAFETY

## NEED

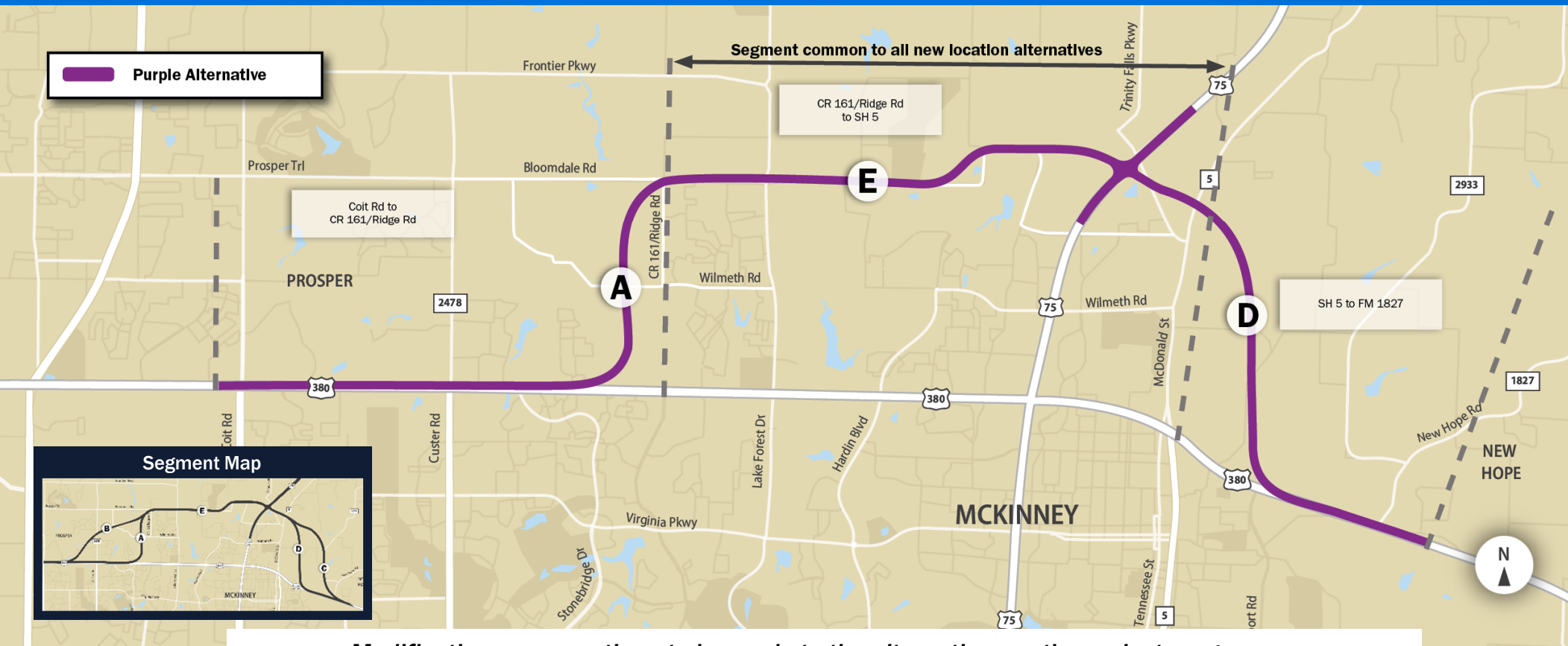
Population growth within the central portion of Collin County has caused increases in current and forecasted traffic volumes that exceed the capacity of US 380 between Coit Road and FM 1827, leading to increased congestion, reduced mobility, and higher crash rates compared to other similar roadways in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

**[View the Purpose and Need Memorandum at Drive380.com](https://drive380.com)**

# Project Segments



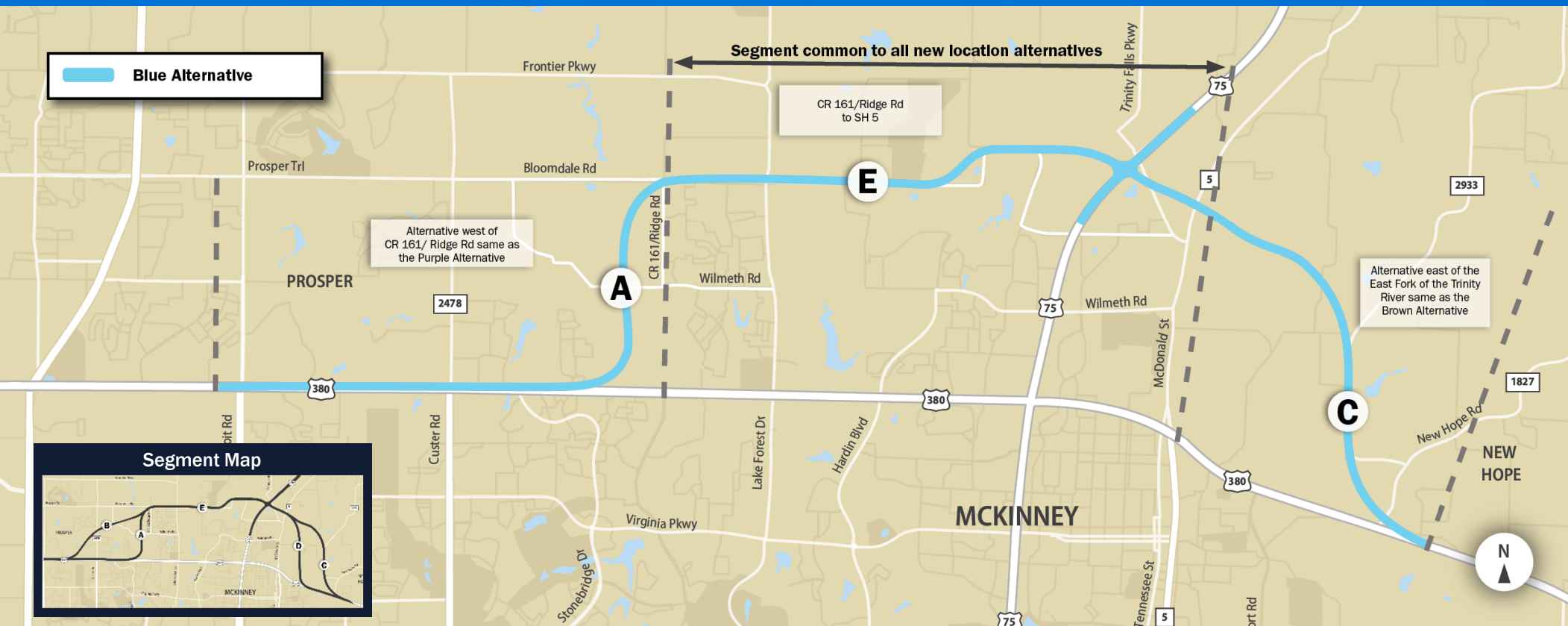
# Purple Build Alternative – Feasibility Study Recommended Alignment (2020)



*Modifications may continue to be made to the alternatives as the project progresses.*

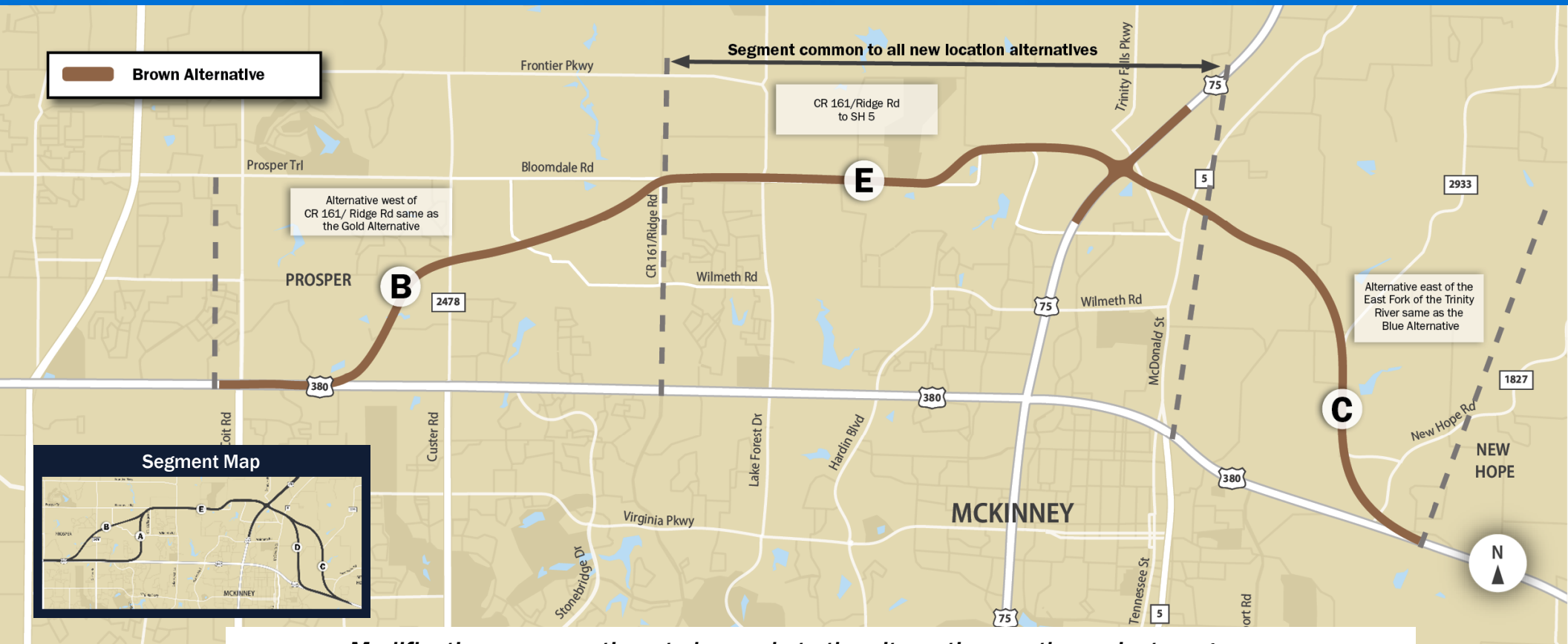


## Blue Build Alternative – New Location



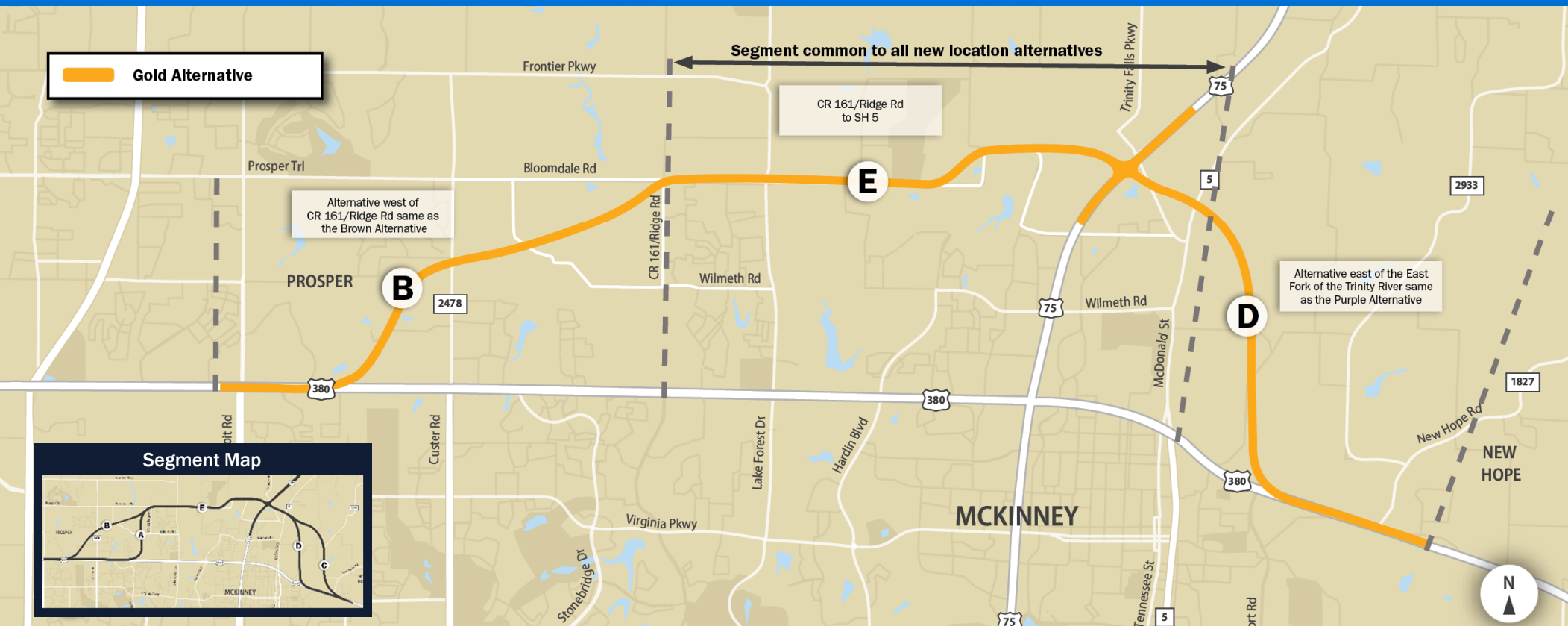
*Modifications may continue to be made to the alternatives as the project progresses.*

# Brown Build Alternative – New Location



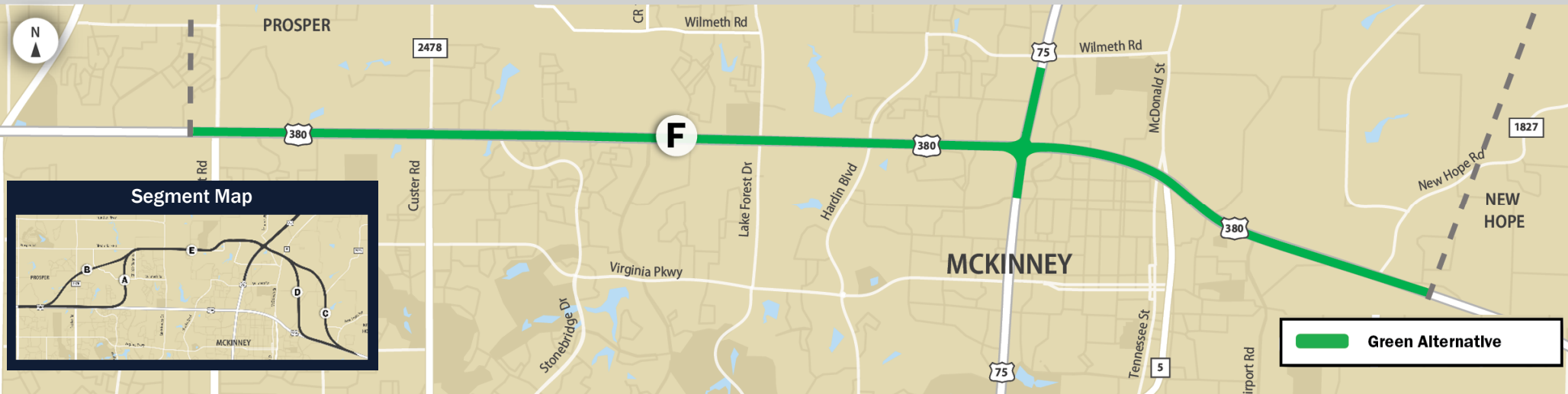
*Modifications may continue to be made to the alternatives as the project progresses.*

# Gold Build Alternative – New Location



*Modifications may continue to be made to the alternatives as the project progresses.*

## Green Build Alternative – Improve Existing US 380




**The Green Alternative will **NOT** be carried forward for the following reasons:**

- ✓ 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



## Alternatives Under Consideration



	PURPOSE & NEED CONSIDERATION	Improve East-West Mobility	Manage Congestion	Improve Safety
	No-Build Alternative	✗	✗	✗
	Purple Alternative (A+E+D)	✓	✓	✓
	Blue Alternative (A+E+C)	✓	✓	✓
	Gold Alternative (B+E+D)	✓	✓	✓
	Brown Alternative (B+E+C)	✓	✓	✓

***A No-Build Alternative means no new improvements would be constructed. It does not provide benefits shown above for the Build Alternatives.***



### DEVELOP

## Schematic Design

*Schematic design for the four Build Alternatives have been created and the following engineering tasks are being completed:*

- ✓ Evaluating how much right-of-way (ROW) is 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
- ✓ Determining the constructability of the project



### DEVELOP

# *Environmental Impact Statement*

*TxDOT is completing a detailed evaluation of the alternatives by completing these tasks:*

- ✓ Frequent coordination with stakeholders, agencies, local governments, developers, major utilities, and property owners
- ✓ Conducting field surveys to determine locations of resources
- ✓ Compiling environmental technical reports
- ✓ Drafting the EIS document
- ✓ Considering how this project would affect and be included in local and regional plans

# 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.

Engineering	SCREENING/ EVALUATION CATEGORY	SEGMENT A (MCKINNEY-WEST)	SEGMENT B (PROSPER - FURTHEST WEST)	SEGMENT E (BLOOMDALE) <small>COMMON TO ALL ALTERNATIVES</small>	SEGMENT C (MCKINNEY- FURTHEST EAST)	SEGMENT D (MCKINNEY - EAST)	NO-BUILD ALTERNATIVE	KEY TAKEAWAYS
	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  with Spur 399 Ext. connection 5 new interchanges	without Spur 399 Ext. connection 2 new interchanges  with Spur 399 Ext. connection 4 new interchanges	No new grade-separated interchanges	Interchange design is coordinated with local governments.
	Number of Major Utility Conflicts and Construction Delays  Estimated Cost to Relocate and Accommodate Utilities in Millions (M)	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  Cost for relocating major and minor utilities is estimated to be \$61M  <small>*Cost potentially greater as this does not include the cost for the pump station water lines</small>	2 major utility conflicts 48" NTMWD Waterline 72" Irving Waterline  Cost for relocating major and minor utilities is estimated to be \$25.2M	6 major utility conflicts 36" McKinney Waterlines (2) 36" McKinney Wastewater lines (2) Transmission Line (2)  Cost for relocating major and minor utilities is estimated to be \$23.1M	2 major utility conflicts 72" Irving Waterline 84" NTMWD Waterline (under construction)  Cost for relocating major and minor utilities is estimated to be \$35.6M	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  Cost for relocating major and minor utilities is estimated to be \$87.5M	No major utility conflicts  No cost to relocate any utilities	Major utility conflicts include existing transmission lines and power, electric, water, and wastewater utilities that are 36" or larger in diameter.  At least two years of design and construction would be required for all Build Alternatives prior to taking existing utilities out of service.

**VIEW THE ENTIRE MATRIX ON THE PUBLIC MEETING WEBSITE**



## Notable Updates Since the Feasibility Study



### ADDRESSING INPUT FROM OUR STAKEHOLDERS



Minimizing impacts to homes, businesses, and community facilities including ManeGait, Founders Classical Academy, and Erwin Park



Supporting development and future growth



Avoiding direct impacts to a major water line



Evaluating resources including a potentially historic home and railroad bridge



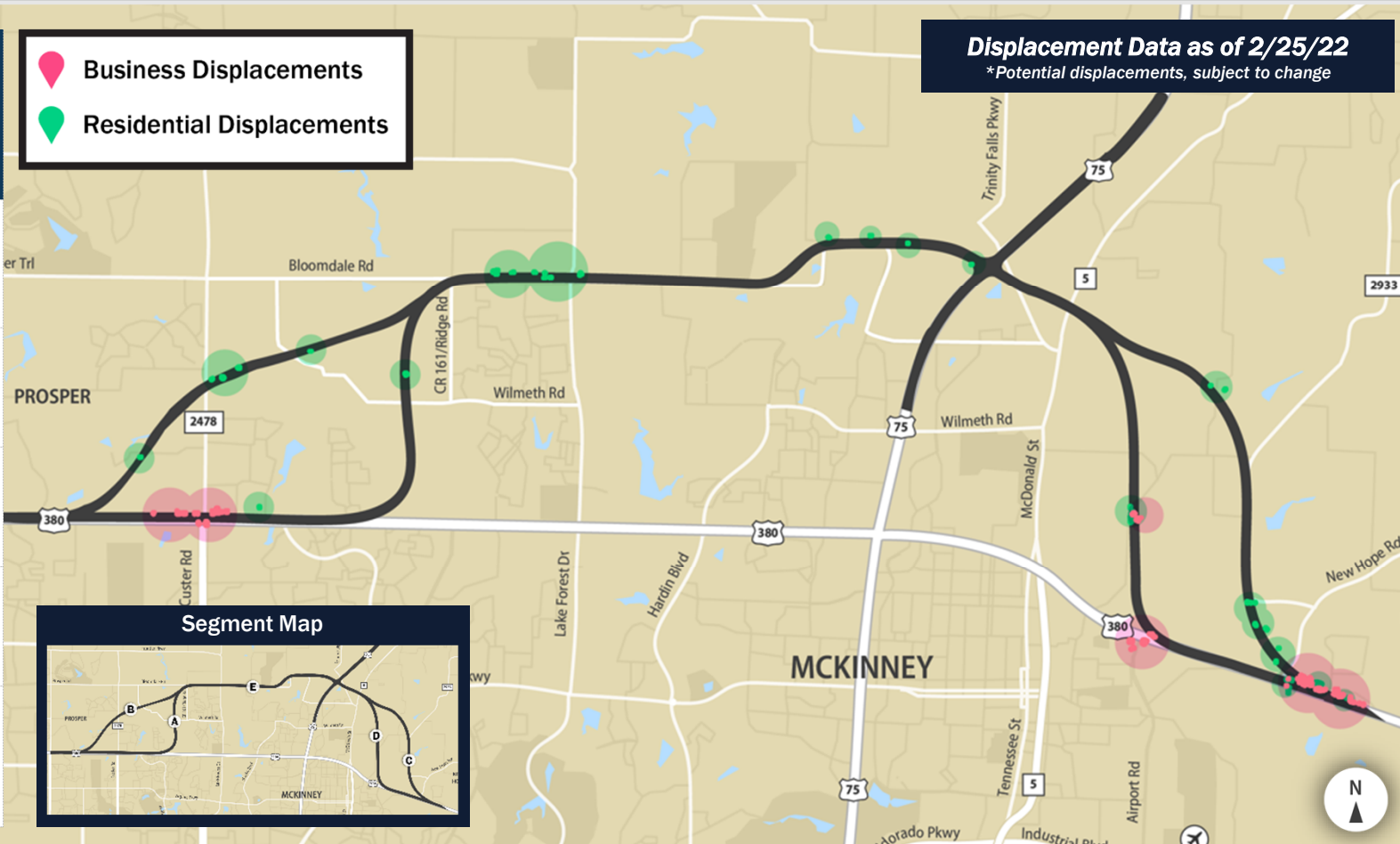
Adding continuous frontage roads and enhancing safety

# Residential and Business Displacements



**Displacement Data as of 2/25/22**  
*\*Potential displacements, subject to change*

- Business Displacements
- Residential Displacements

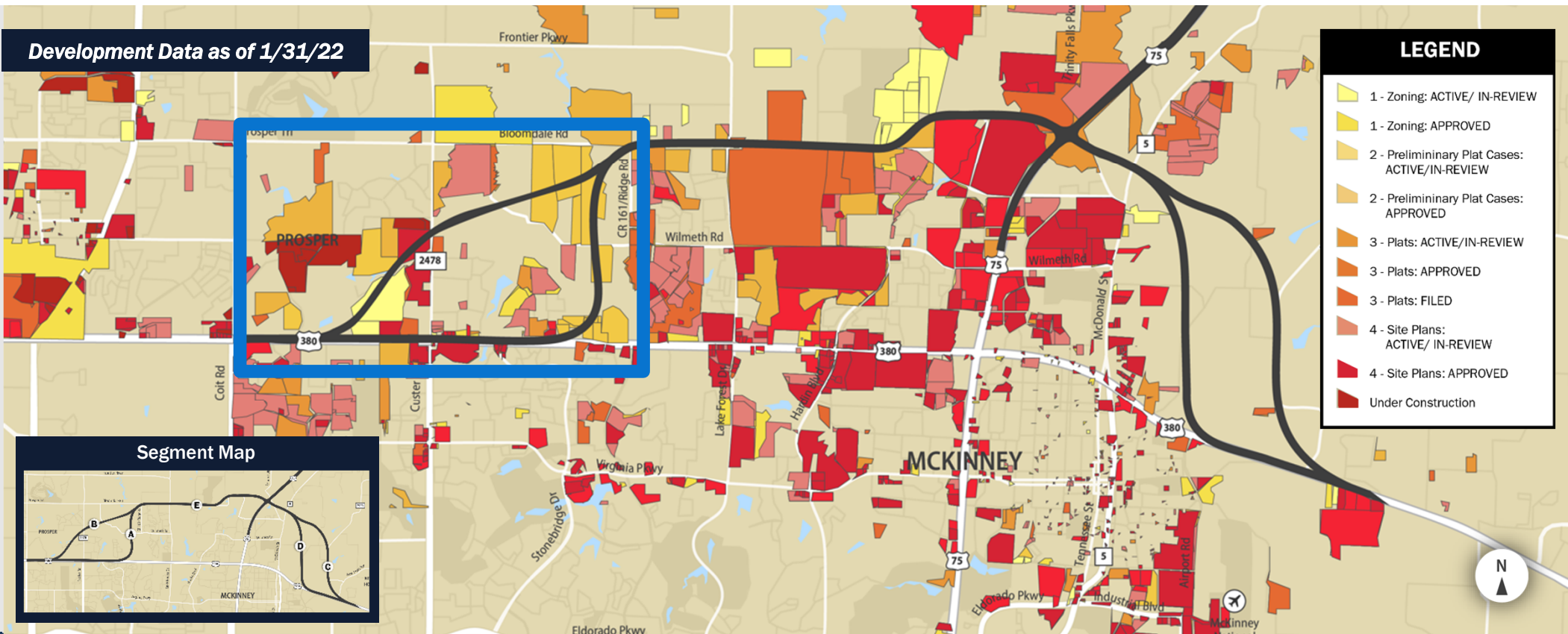


SCREENING/ EVALUATION CATEGORY	RESIDENTIAL DISPLACEMENTS	BUSINESS DISPLACEMENTS
Segment A	2	17
Segment B	5	0
Segment E (common to all alternatives)	13	0
Segment C (with Spur 399 Ext. connection)	18	35
Segment D (with Spur 399 Ext. connection)	12	43

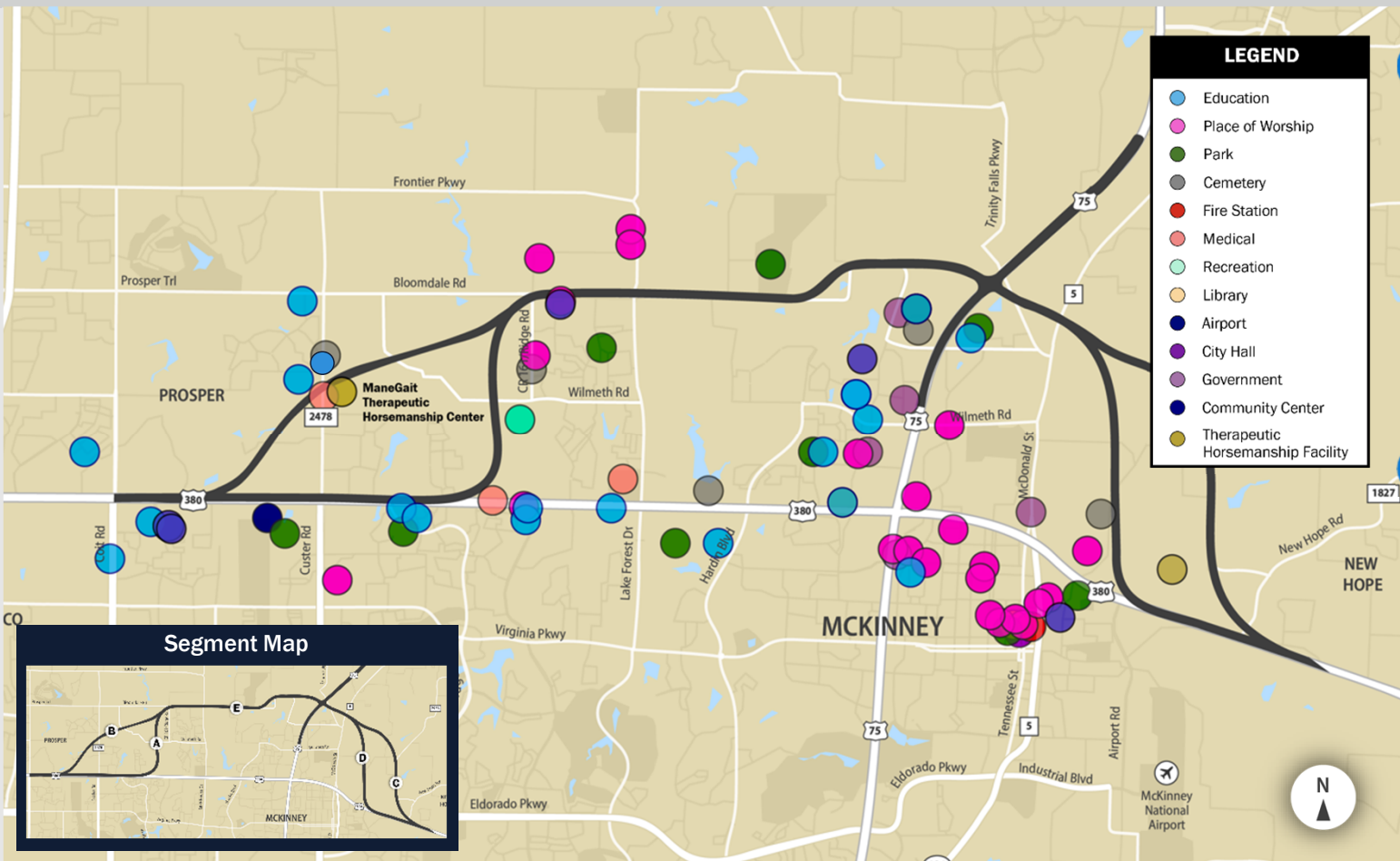
# Rapidly Developing Area Since the Feasibility Study



*Developments along Segments A and B, have progressed very rapidly in the development process. Some of these projects are future homes and less than a year from beginning construction.*



# Minimizing 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.



Avoid direct impact to ManeGait. After additional research, it was found it is possible for therapeutic horsemanship facilities to function effectively in a variety of physical and environmental settings.



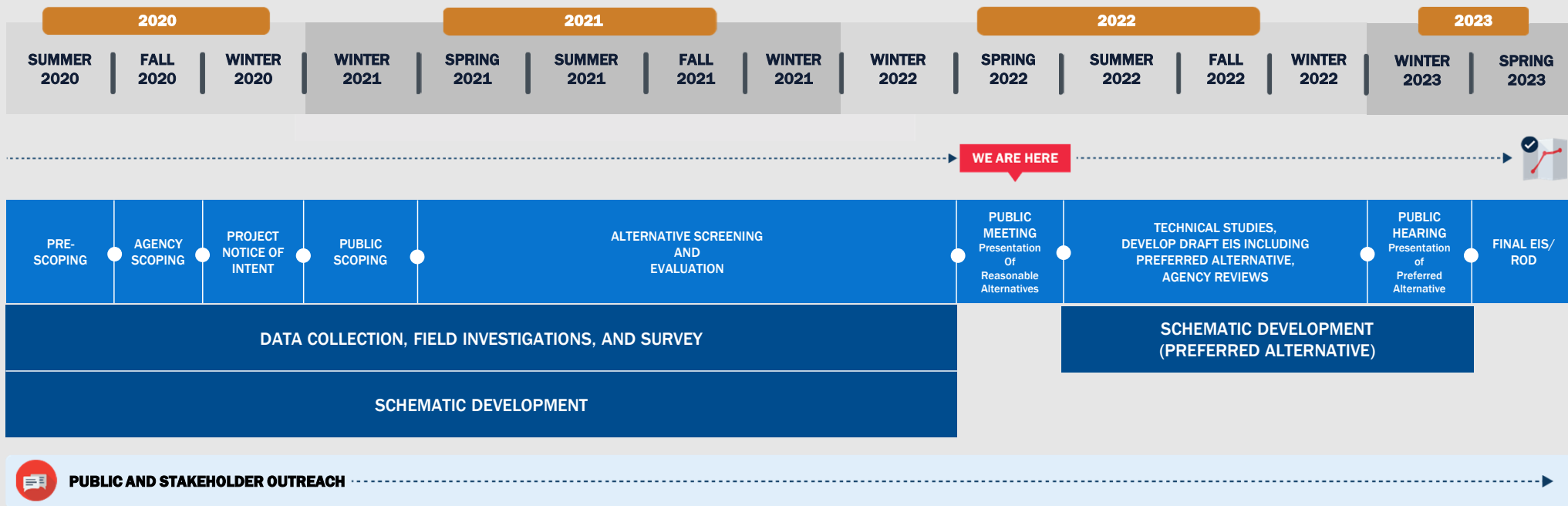


## Local Government Input

LOCAL GOVERNMENT	ALTERNATIVE PREFERENCE/POSITION SUMMARY	RECEIVED BY TxDOT
City of McKinney	<ul style="list-style-type: none"><li>• Supports Segment B</li><li>• Opposes Segment F (existing US 380)</li><li>• Support a freeway alignment generally between future Ridge Road and Community Avenue (Segment E)</li></ul>	EIS and Feasibility Study– five resolutions and six position letters since 2016
Town of New Hope	<ul style="list-style-type: none"><li>• Supported a Feasibility Study alignment, locating the proposed expansion of US 380 north of the Town of New Hope</li></ul>	Feasibility Study – letter (2018)
Town of Prosper	<ul style="list-style-type: none"><li>• Supports US 380 being a Controlled Access Highway along its current alignment within the Town limits</li><li>• Opposes Segment B</li></ul>	Feasibility Study and EIS – six resolutions dating back to 2017
Collin County	<ul style="list-style-type: none"><li>• 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</li></ul>	EIS - resolution and court order (2021)

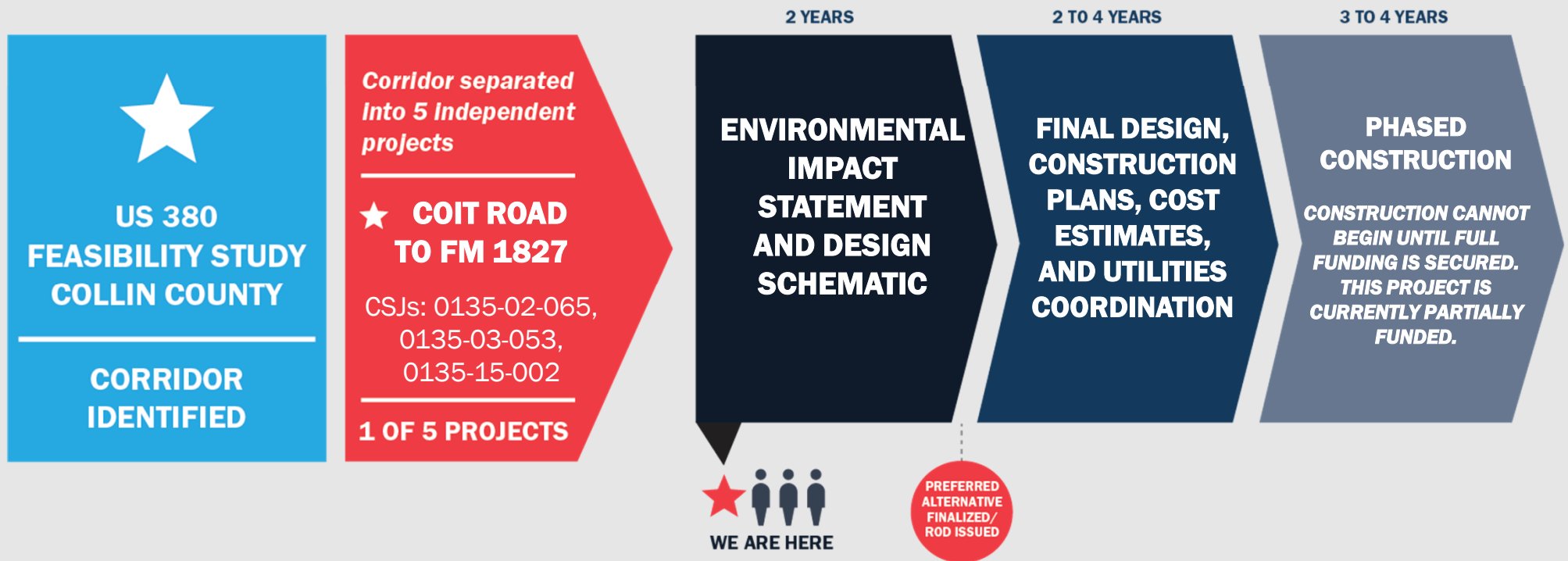
***The Preferred Alternative is not selected through a voting process. After this Public Meeting, TxDOT will consider and respond to all comments in a Public Meeting Summary and input from the public and agencies will be added to Analysis Matrices.***

# Project Schedule





# PROJECT DEVELOPMENT



## How to Submit Your Comments



PROVIDE INPUT



### Comment Form

Fill out at the Public Meeting  
or online at  
[keepitmovingdallas.com/  
US380EISPublicMeeting](https://keepitmovingdallas.com/US380EISPublicMeeting)



### Email

[Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)



### Mail

TxDOT Dallas District  
Attn: Stephen Endres, P.E.  
4777 E US Highway 80  
Mesquite, TX 75150



### Voicemail

(833) 933-0440

***COMMENTS MUST BE SUBMITTED BY APRIL 6, 2022***

**PROJECT CONTACT:** For general comments about the presentation or project, please contact TxDOT project manager, Stephen Endres, P.E. at [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)

Thank You!



# THANK YOU!

*For taking the time to learn more about US 380  
improvements from Coit Road to FM 1827.*

*Your input will help shape the future of the project.*