



Documentation of Meeting with Affected Property Owners

Project Location

Collin County
US 380

0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

Project Limits

Denton County Line to Hunt County Line

Meeting Location

Lorene Rogers Middle School, 1001 Coit Rd, Prosper, TX 75078

Meeting Date and Time

Thursday, March 28, 2019, 6:00 p.m. to 8:00 p.m.

Translation Services

Not requested

Elected Officials in Attendance:

Hon. Darrell Hale Commissioner Precinct 3 – Collin County
Hon. Michael Korbuly Council Member Place 1 – Town of Prosper
Hon. Craig Andrea Council Member Place 2 – Town of Prosper
Hon. Curry Vogelsang Jr. Council Member Place 3, Mayor Pro Tem – Town of Prosper

Total Number of Attendees (approx.)

464

Total Number of Commenters

1,159



Contents

- A. Comment Response Matrix
- B. Notice
- C. Sign-in sheets
- D. Comments Received
- E. Figures



Section A. Comment Response Matrix

Section	Document
A1	Comment Response Matrix

Total Number of Commenters

1,159



A1 Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Comment Response
1	Aaron Brooks	4/11/2019	Email	<p>"I support the GREEN alignment for US HWY 380 for many reasons, including, but not limited to:</p> <ol style="list-style-type: none"> 1. Businesses and homeowners with the forethought to locate away from the Highway, should not have the highway coming to them! 2. Moving a bypass into Prosper, is bullying from McKinney. Prosper is small, needs the tax base any real estate taken by a potential bypass, and again, had the forethought to build in most cases well back from the Highway. 3. There's already a plan for an outer loop, an additional bypass is redundant. 4. Expanding the existing Highway, will improve access to businesses along the Highway in the long term, rather than moving traffic away from them. <p>"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
2	Ada Carnes	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
3	Adam Mantelmacher	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
4	Adawndria Fisher	4/7/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
5	Adela Seal	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

6	Adrienne Ritter	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
7	Aidan Jump	4/11/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
8	Al Preisser	4/4/2019	Email	<p>This note is to show support for the Green option regarding 380. A close friend has a son who benefits greatly from the services offered by Manegait . The Green option allows Manegait to continue to provide the services needed. I have personally seen the joy of the kids who use the services provided by Manegait. Please allow their programs to continue by choosing the Green option. Sincerely yours Joyce & Al Preisser</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

9	Alan Weintraub	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
10	Albert Shorts	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

11	Alethea Bowen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
12	Alex Brannon	4/4/2019	Email	<p>COMMENT: I am writing because I have a loved one at ManeGait, a non profit providing therapeutic horsemanship. I am in favor of the GREEN alignment between FM1827 and Coit Rd for the HWY380 expansion. This is the best option for traffic between Prosper and McKinney. There is no need for a bypass. RED alignment B and E would directly impact ManeGait/s property and cause issues for for their clients. We need to preserve the beauty of the area as well as protect MainGait's ability to provide their much needed services. That said GREEN alignment addresses all these needs and everyone wins.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted. Comment noted.</p>
13	Alex Parker	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
14	Alex W Toskovich	3/29/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

15	Alexandar Milano	4/5/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
16	Alexandra Jump	4/11/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
17	Alfredo Castillo	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Regards, Alfredo Castillo [REDACTED]</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

18	Alice Mcquitty	4/4/2019	Email	COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
19	Alisa Benson	4/12/2019	Email	Mr. Endres, My name is Alisa Benson. My home is in Prosper, [REDACTED]. I strongly oppose the proposed bypass, Red Alignments E and B. I support GREEN alignment between Coit Rd and FM 1827 for the expansion of US Hwy 380. The proposed bypass will unnecessarily scar the natural beauty of our community and will ultimately destroy Mane Gait Therapeutic Horsemanship. Mane Gait assists countless families, including individuals with special needs as well as our Country's Veterans. I implore you to examine options used in Dallas through University Park when Southbound 75 was widened years ago. Regards, Alisa Benson	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
20	Alison Dishman	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
21	Alison Kieschnick	4/8/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Alison Kieschnick [REDACTED]	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
22	Alison Moore	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

23	Alison Tebo	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
24	Allison Patrick	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

25	Allison Pitts	4/5/2019	Email	<p>My name is Allison Pitts and I live at 1809 Van Landingham Dr, Mckinney TX. As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
26	Allison Pitts	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

27	Amanda D Batson	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT the Red Option-B alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
28	Amanda Ellis	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. Fixing 380 on 380 is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Keeping some of the "Unique by Nature" that McKinney is known for rather than placing a large freeway which would make 3 (121, bypass, outer loop) within approximately 10 miles is the better option for McKinney. Build out the surface streets the way that has been planned for years. And stay with the McKinney 2040 plan.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

29	Amanda Hurlbut	3/28/2019	Comment Form	<p>Bypass option E does not take care of the existing issues and concerns about 380 bypass.</p> <ul style="list-style-type: none"> -Destruction of approximately 50-75 Future already in development homes in Erwin Farms & Timber Creek neighborhoods. -Proximity and noise to Erwin Park - one of McKinney's only preserved park areas -Proximity to neighborhoods who chose NOT to live by 380! -Proximity to ManeGait property & noise -Continued Commercial development along 380 that will continue to be congested due to high speeds & stoplights. Fix 380 on 380! 	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
30	Amanda McCaffrey	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
31	Amber Billingsley	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
32	Amber Evans	4/10/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

33	Amber Wax	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
34	Amy Arnold	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
35	Amy Bartley	3/28/2019	Comment Form	<p>Keep 380 on 380 - Red Option B cuts through a prime piece of property to be developed for the benefit of Prosper residents. This would drastically change the landscape of that land. No to option E as it hurts our tax base by eliminating Lowe's that already exists. No bypass through Prosper is necessary with the Collin Co Outer loop coming.</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
36	Amy Lancaster	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

37	Amy Limas	4/12/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
38	Amy Lu	4/4/2019	Email	<p>As a Stonebridge Ranch residence, I favor the Red option B plan for US380 bypass. This plan is least expensive and least disturbance to nearby residence and businesses. And as city of Prosper and McKinney grows, more and more developments are occurring to the north of US380. Build a bypass to the north of US380 would benefit more in the long run.</p>	<p>Comment noted.</p>
39	Amy Minton	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
40	Amy Norred	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. This is not acceptable. Many lives would be adversely affected. If you have been to this facility and seen the DAILY miracles and positive impact that it has on our community, then any option other than the GREEN wouldn't be acceptable. Thank you for your consideration!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

41	Amy Owens	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
42	Amy Penland	4/9/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

43	Amy Penland	4/9/2019	Email	<p>Proposed Wording for US 380 MAPO Comment Form. As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
44	Amy Penland	4/9/2019	Email	Please support Red Option B for the 380 improvement project. Please see attachment.	Comment noted.
45	Amy Robinson	4/5/2019	Email	COMMENT: I support the green alignment for the 380 Highway expansion. I am a long time volunteer and supporter of Manegait Therapeutic Horsemanship. It is a wonderful place that does an amazing service for our community. A bypass of 380 is unnecessary and would destroy a beautiful area of our community. Thank you for listening to the community's input.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
46	Amy Roller	3/28/2019	Comment Form	<p>I am extremely disappointed that TXDoT continues to propose bypass options when it has been made clear through previous surveys that <u>any</u> Bypass is not wanted by the majority of residents in particular residents like myself who live in Prosper. We purchased a home in Prosper after living 13 years in Stonebridge Ranch because we desire a small community that showed thoughtful planning. Now we are at risk of losing property value, tax revenue and safety for our children because of poor planning by certain land developers. As a Prosper resident, I vote <u>NO</u> to <u>ANY</u> bypass option. Keep 380 on 380 the way it was originally planned.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
47	Amy Stanley	4/7/2019	Email	<p>My name is Amy Stanley. I am new to Texas, having moved to support Toyota's relocation to Plano. My address is [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. My Toyota career has taken me from Southern California, to Ann Arbor, Michigan, to North Texas. What makes North Texas unique is the proximity of corporate headquarters to rural living. A bypass is unnecessary and would take a direction of over-development within community, limiting the rural character that blends with the urban conveniences. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. We are horse people and see great value in equine therapeutic programs for people with developmental and physical challenges. Since moving to the area, I have quite accidentally stumbled upon people whose children are clients of the ManeGait program. It is a tremendous asset to the community that very likely could not overcome the financial impact if relocation became necessary. Since there are reasonable alternatives for the US 380 route, the community should consider each route's impact carefully. Based on the above, I believe the GREEN option is the most suitable.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

48	Amye Williamson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
49	Andrea Opfar	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Furthermore, I object to the bypass as a resident of Heatherwood. The difference between us and Stonebridge/Tucker Hill is that we DIDN'T buy homes next to a growing freeway. 380 was there before their homes and developments, and was projected to grow even back then. We bought our home with knowledge of plans to expand Wilmeth and Bloomfield into roads similar to Virginia. Those plans should be followed, along with a 380 expansion.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
50	Andrew Carney	3/29/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
51	Andrew Coetzee	4/4/2019	Email	<p>I would like to provide my input into the US 380 expansion in the Prosper and McKinney area. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
52	Andrew Franco & Elizabeth Franco	4/3/2019	Email	<p>Dear Sir, As a resident of prosper for almost 10 years, I am opposed to any bypass solution being proposed. You need to keep Highway 380 ON Highway 380. Highway 380 through Prosper was just improved/widened. Should have been widened one more lane each side or another alternative would be to double deck it. If there is no choice but to have a by pass I suggest the bypass occur east of Custer Road. Please note that I am not employed by TxDOT, nor do business with TxDOT, now would I benefit monetarily or otherwise from the project or any other item about which I am commenting. Sincerely, Andrew A Franco & Elizabeth A Franco</p>	<p>Comment noted. Elevated freeway sections will not be further considered for the segment between the Tucker Hill and Stonebridge neighborhoods, because an elevated freeway would not significantly reduce the amount of right of way needed to construct it.</p>

53	Andrew Martin	3/27/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
54	Andy Martin	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

55	Angela Hill	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
56	Angela Short	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
57	Angela Thiele	4/5/2019	Email	<p>My name is Angela Thiele. I am the homeowner's president in Creekview Landing, an acreage community situated off of FM 1827 in an unincorporated area of McKinney. I left you a voice message earlier, but thought I would also email you if it easier for you to get back to me via email. I received the Notice of Public Meetings regarding the feasibility study for US 380, which I typically pass on to our residents in case they have not signed up individually to receive updates. My question is whether widening 1827 as part of the 380 improvements is still an option. If so, I would like to advise the residents of that because I think more of them would turn out for these meetings if they knew the answer to that question. I would appreciate you can give me on this question via email or phone. Please feel free to call me at [REDACTED].</p>	<p>Comment noted. Stephen Endres contacted Ms. Thiele on April 10. This feasibility study is not evaluating widening of other roadways.</p>
58	Angelo D Huggins	3/28/2019	Comment Form	<p>None of the options offer expanding existing 380 is acceptable. It has the minimum amount of impact on less people. It is where all the businesses are & the traffic should flow to HEB the businesses developed on 380. If you don't do the Green option, then I say no to 380. This is a waste of taxpayer money. Not enough traffic will use the bypass.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

59	Ann Carrell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
60	Ann Cason	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

61	Ann Collins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
62	Ann Dorien	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
63	Ann Henkels	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

64	Ann Radcliffe	4/6/2019	Email	<p>My husband's employer, Toyota, moved us to the North Dallas area almost four years ago. We drove through many different cities while looking for places to put down our roots--Celina, Prosper, McKinney, Denton, Little Elm, Frisco, Melissa, Plano, Lucas, Fairview, Allen, Plano, and Flower Mound. While driving, we as very experienced drivers of Southern California and the congestion exhibited in that state, commented several times how Texas is ill-prepared for what is coming very soon to these areas. TXDOT is at least ten year behind in several areas here in North Texas and US- 380 is a major sore spot. Most importantly, TXDOT should have had jurisdiction and a say on any building projects that directly connects to US-380 especially since it is considered one level lower than an interstate highway. As I've stated we have been here less than four years and the developing of properties off US-380 is out of control.</p> <ul style="list-style-type: none"> · Denton, with a by-pass already built because of their downtown congestion, was granted permission to build Ray Braswell High School on the corner of US-380 and Union Park Boulevard. This nightmare is just rearing its ugly head and will never get better. A combination of new 16-18 year-old brand new drivers, poor access, and lots of congestion is a recipe for disaster. I don't want to read about lives lost because of this poor planning but unfortunately I believe it is inevitable. Denton has solved one area of congestion yet caused more congestion east of their by-pass. · McKinney has built much of its retail area at the intersection of US-380 and US-75. McKinney is continuing their retail spread at the intersections of Lake Forest and US-380 and Harding and US-380. McKinney has also developed neighborhoods such as Tucker Hill and Auburn Hills in the area of discussion. These new areas again were built with the knowledge that US-380 was under review for widening/re-aligning yet McKinney chose to build anyway. Prosper has responsibly planned and implemented a fix for US-380 near congested areas such as DNT and Preston Road by building raised thru-ways and access roads to the local businesses. The town of Prosper has a smaller land footprint than McKinney and does not have the ability to create tax revenue as McKinney. By removing Lowes and other businesses in the center at Custer and US-380, TXDOT severely hampers the town of Prosper's right to prosper. Prosper should not have undeveloped land taken by another city as a "land grab" because Prosper is choosing to develop responsibly and purposefully. Had the homes, schools, and other businesses already been developed at this corner, these by-passes would not have even been an option. It is irresponsible for the city of McKinney to force the problem McKinney created and not planned for growth onto any other city especially when McKinney has had the land to develop properly but has utterly failed. McKinney needs to solved their problem in their own backyard without affecting other adjoining cities. TXDOT needs to be proactive not reactive in building roads especially in areas that are experiencing exponential growth-- the fastest in the nation. I would like to keep US-380 on US-380. If McKinney wants a by-pass then the by-pass should be entirely in the city limits of McKinney and have not adverse affect on neighboring cities. NO ON RED BY-PASS OPTION B. NO ON RED BY-PASS OPTION E. YES ON GREEN OPTION. A yes to red option A IF AND ONLY IF green option to keep US-380 on US-380 cannot be completed. Red option A keeps all McKinney's problems inside McKinney. 	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
65	Ann Sherwood	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
66	Anna Payne	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

67	Anne Marconi	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
68	Anne Marie McCarthy	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
69	Annette Fuller	3/28/2019	Comment Form	<p>Keep 380 on 380! It would seem to me that that would make the most sense. Before we moved to this area (we visited family) it was obvious that 380 is a main thoroughfare and that if widening and increased transport was necessary that it would occur in 380. The only bottle neck & transportation issue I've ever incurred has been on 380 near Tucker Hill. You want a bypass? Do it there. None of the alternatives make sense.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
70	Anthony Burokas	4/4/2019	Email	<p>I support the GREEN path east and west between Coit Road and FM 1827 for the expansion of US HWY 380. It is the most efficient path for east-west traffic through the cities of Frisco, McKinney and Prosper. I even urge you to sink it like much of the DNT is sunk, helping to reduce road noise to surrounding communities. I live along 121 and the road noise actually wakes me up some mornings, as well as keeps me up Friday and Saturday nights. With the impending expansion of 121, it's only going to get worse. There are no walls to block the noise, and the highway extends up higher than surrounding structures which spreads the noise everywhere. A bypass is unnecessary. 380 is already a wide thoroughfare. And, not being a toll road, it does not need the excessively wide "double highway" structure of the toll roads. So an expansion along the current route should suffice.</p>	<p>Comment noted. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Initial traffic analysis indicates that a freeway is needed for the 2045 projected population. A freeway cannot be built within the existing ROW.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

71	Anthony Contreras	3/28/2019	Comment Form	Keep 380 on 380. It is ridiculous to continue to present these "options" that appeases a small constituency when there is already a thoroughfare in place to be improved. Cutting through private land that was never in any city or Town's Master Plan and the zoning changes that would likely result are not acceptable. Any homes or businesses that would be in the right of way of an improved 380 should not be considered. They knew where they were buying or establishing their business and should have done the research like the homebuyers and landowners of property away from 380. None of the Red options even the new one (E) resolve the existing concerns.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
72	Anthony Eggers	4/7/2019	Email	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
73	Anthony Jump	4/11/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

74	Anthony Lackman	4/5/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
75	Anthony Williams	4/8/2019	Email	<p>Anthony Williams – [REDACTED] I am in favor of either the Green Alignment or the Red Alignment A because my wish is that the operations of ManeGait Therapeutic Horsemanship not be impacted. ManeGait helps many members of our community and it would be a shame if they had to discontinue operations or move away from our County. My wife and I are supporters of ManeGait and friends with a family who have a child that regularly rides at ManeGait.</p> <p>Sincerely, Anthony Williams</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
76	Anya Korzhukova	4/10/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
77	April Kosakoff	4/4/2019	Email	<p>My name is April Kosakoff and I live at [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
78	April Miller	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. This is not acceptable. Many lives would be adversely affected. If you have been to this facility and seen the DAILY miracles and positive impact that it has on our community, then any option other than the GREEN wouldn't be acceptable. Thank you for your consideration!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
79	Arthur Goerlitz	3/28/2019	Comment Form	<p>As a Prosper resident, I have to drive on 380 when I go east or west. I've seen new housing developments and businesses being built along this road and traffic lights eventually have to be added for those risking their lives trying to cut across the "Highway" I am not a fan of any loop plan but would like to see 380 made into a limited access freeway. Prosper hasn't allowed much building along their section of 380. McKinney has quite a bit of business along their stretch and to turn the highway into something like 75 would be an undertaking. That said, I believe that would be what is best for the future. We avoid going east on 380 toward businesses in McKinney because of congestion and instead head south of Frisco.</p>	<p>Comment noted.</p>
80	Arthur Nighueser	3/28/2019	Comment Form	<p>I support Red Option B. Smooth transition Minimum impact on business and home owners Uses undeveloped land - which reduces tax base of municipality west of Custer Non profit horse ranch has 10 years to relocate using TexDot funds Primary concern - safety and ease of access to Tucker Hill - Residential traffic flow rather than construction trucks</p>	<p>Comment noted.</p>
81	Ashleigh Trout	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. Red alignment A and E would directly impact Manegait, a physical therapy center for the disabled which requires space and peace in order to ensure the safety of their riders. Alignments running through Prosper are pretty unfair too. This dilemma is a result of McKinney's failure to plan, and should not punish the town of Prosper for McKinney's own negligence. Prosper has been very meticulous regarding its own infrastructure.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
82	Ashley Limas	3/28/2019	Comment Form	<p>I work with a business owner whose property is located on the southwest corner of Highway 75 & 380 (Lone Star food store Calero). This convenience store location is a key site for our company and employs 8 full-time employees. Convenience store properties, located in high-traffic areas, are irreplaceable. We service thousands of customers a week, with food and fuel needs. This location has assisted customers on their daily commute for decades. We as a company support the Red Option B alignment, as this option is the least disruptive to homes and businesses in the area. Thank you.</p>	<p>Comment noted.</p>

83	Ashley Limas	4/12/2019	Email	<p>I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
84	Ashley Malfitano	4/9/2019	Email	<p>Our family received a letter in regards to the proposed changes for 380. First I would like to plainly state that US 380 should stay in its initial footprint. Our family built a home in the Heatherwood Neighborhood 7 years ago, to raise our family. If the path of 380 is moved north it would directly affect our neighborhood and the economy in the north area. The lack of poor planning of future road info structure during this major housing boom should not be corrected at the expense of the citizens living in the north region where you want to relocate the road. Please keep 380 in its original footprint.</p>	<p>Comment noted. Additional right-of-way would be required to add capacity to the existing US 380.</p>
85	Aubrey Kennedy	3/28/2019	Comment Form	<p>Fix 380 on 380! We moved to Whitley Place in Prosper, TX due to the small town feel. We picked our neighborhood to be away from any major/minor highway. We do not want a bypass through/by our house. We are intentional in our purchase and should not be penalized for TX DOT to appease a judge or Mayor Fuller who benefit financially. 380 has always been designed to be a limited access highway – No bypasses. A bypass does not even make sense. Lowering intentional property value, misplacing homeowners, destroying wetland, and decreasing Prosper's tax income is simply unacceptable. 380 will need to be fixed, the noise pollution, vehicle pollution, and other environmental impact has already done it's damage on 380. We do not want any highway causing pollutions moved our direction. The only option is to fix 380 on 380.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p>
86	Austin Anderson	3/28/2019	Comment Form	<p>My name is Austin Anderson and my home is located on Bloomdale Rd/123 in McKinney, TX. The proposed 380 bypass would be less than 1000' from my primary residence and destroy the value of my home. Homes in Heatherwood are already feeling the impact of the proposed bypass and are losing value and selling on the market. The construction and traffic associated with the bypass could also introduce structural damage to my home, further encumbering my wife and 6 month old son. Speaking to some of the reps tonight, they mentioned "the path of least resistance" being the preferred option. To me, the best option and plan of "least resistance" is to build the outer loop. There isn't as much development where the outer loop is proposed as it is only a few miles north of the currently proposed bypass. I also believe that the outer loop will make the 380 bypass obsolete and no one will use it. I appreciate your time and concern in this matter.</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
87	Barb Parrish	4/9/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. This is an important facility for many impaired children.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

88	Barbara Brown	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development after a</p>
89	Barbara Carlson	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
90	Barbara Eubank	4/4/2019	Email	<p>In short, I want to say, "what are you thinking?" when aligning the Coit Road to FM 1827 with anything other than the <u>Green Option</u> ! You will hear the arguments that it is the "optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. " But the reality is that we have children who are not welcome in our society right now who benefit from a quiet serene environment. We are not talking about "units" or "miles" or "traffic patterns".. we are talking CHILDREN ! It is the GREEN alignment which preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. This program was built far away from the main thoroughfare and the "city" of McKinney many years ago. I understand the boom that has happened to bring the need for traffic control to this area, but when other options are on the table why would a caring family-friendly city purposefully aim to destroy this exceptional property and displacement of this vital community service. I would like to join the hundreds of other ManeGait supporters to beg a serious look at the Green Option.... and NO OTHER !</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
91	Barbara Geiger	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

92	Barbara Jane Stevens	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
93	Barbara Sano	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

94	Barry Farris	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
95	Barry Rhoads	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
96	Barton Johnson	4/5/2019	Email	<p>As a resident of Collin County and a Texas Realtor (license holder ██████), I am well aware the impact US 380 expansion will have on ALL in Collin County as the population increases at a very rapid rate. (I note the 13% population increase recorded in the last census for Collin County versus just 7% for all of Texas. Also, I am informed by the Texas Association of Realtors (TAR) that approximately 350,000 make Texas their residency each year.) Thus, I am very aware of the difficult decisions the Texas Department of Transportation will face in administering the road development of US 380, in ALL DIRECTIONS, from Denton TX to US 75, and actually beyond. The Mane Gait Therapeutic Horseman facility provides a very positive impact on those having personal challenges which the majority of us do not face. I have seen the positive influence it's efforts provide for ALL who support their mission. I have been a donar and volunteer in Texas AND St. Louis County, MO. I ask that you find a solution which will be as fair as possible to all as Texas & Texans advance through the first half of this century...and beyond, as there are many issues of populations redistribution which will occur.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
97	Becky Morris	4/5/2019	Email	<p>I am a Prosper resident and I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

98	Ben Pruett	4/1/2019	Email	<p>Hi Stephen, We are quite pleased with the "NO US 380 Bypass" (Red Shirts) turnout last Thursday evening. What you saw was a group of more than 150 ETJ, City of McKinney, and Town of Prosper residents expressing their opposition to TxDOT's proposed U.S. Highway 380 RED bypass option. Residents that completed comment cards at Thursday's meeting did not have their comments scripted or comments cut and pasted, nor were there proxies. These residents provided personal observations and concerns about how the proposed bypass will effect their lives. Some may have expressed concern about the process. ETJ residents may have expressed concerned that their voice is not being heard or considered. The comments may have a similar theme, but they represent a diversity of opinion. <u>You are about to get inundated with comment cards from the Stonebridge Ranch Community.</u> The Stonebridge Ranch Community Association (SRCA) is mounting a campaign in favor of Red-Option-B or Red-Option-E. SRCA is asking residents to submit comments before April 12. Here is the link to their website with their stated objective to "Preserve Our Way of Life." https://www.stonebridgeranch.com/txdot-traffic-corridor-proposals/</p> <p>The SRCA is proposing several alternatives for submitting comments.</p> <p><input type="checkbox"/> Add your name and address to the bottom of a pre-filled Comment Card. Here is the link: https://www.stonebridgeranch.com/wp-content/uploads/2019/04/US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf</p> <p><input type="checkbox"/> Copy this comment (Here is the link: https://www.stonebridgeranch.com/wp-content/uploads/2019/04/US-380-Comment_Red-Option-B-or-Red-Option-E_040119.pdf) and paste in an email. Subject line will be "US 380 MAPO (Prosper) Comment Card." <input type="checkbox"/> Requesting residents to provide their name and address giving SRCA permission (proxy) to fill out and submit the comment card for them.</p> <p><input type="checkbox"/> Requesting people to stop by the SRCA office and complete a card in person and the SRCA will submit the card for them. Residents are also encouraged to leave their comment cards in SRCA's mail slot by the front door and the SRCA will forward the comment cards.</p> <p>It does not surprise me that SRCA is requesting its residents to submit comments. However, the residents are not submitting their comments. They are being asked to submit comments prepared and approved by the SRCA Board of Directors. However, what is really surprising is SRCA's request for proxies. I do hope TxDOT recognizes the questionable methods SRCA is using to "obtain numbers" rather than valid comments. Sadly, the process TxDOT and its consultant (Burns & McDonald) have chosen has created a lot of unnecessary animosity among McKinney residents, between McKinney residents and residents residing in McKinney's ETJ, and between McKinney and Prosper residents. Unfortunately for some, the animosity will likely remain for some time.</p> <p>It is time to do what's right and select improving U.S. Highway 380's current GREEN alignment as a limited access highway.</p>	Comment noted.
99	Ben Pruett	3/28/2019	Comment Form	<p>U.S. Highway 380's GREEN alignment, and the U.S. Highway 380 proposed RED bypass alignment may be viable options for moving traffic through the City of McKinney. While both may be viable for moving traffic, what consideration is TxDOT giving to the comparative environmental and economic impacts? Environmental Impact Baseline improving U.S. Highway 380 in its Current Alignment - GREEN Alignment the environmental negative impacts associated with improving U.S. Highway 380 in its current footprint to a limited access highway are incremental. In other words, the highway and its existing use have established a baseline to assess the project's additional negative environmental impacts. Mitigation strategies can be developed to minimize the incremental negative environmental impacts. However, current environmental impacts can potentially be mitigated to levels below the establish baseline, which should be scored as positive environmental impact. Construction U.S Highway 380 Bypass – RED Alignment The RED bypass options baseline is established by the corridor's current environment. The proposed bypass introduces a myriad of transformative negative and environmental impacts, including air quality and noise impacts, and additional impacts affecting the wetlands, wildlife, and possibly the North Texas's water supply itself. Gary Graham, Director of Engineering, stated in McKinney city council study session (March 19, 2019) that even with mitigation "its not going to be as tranquil and peaceful as it is out there today." Homeowners and neighborhoods located along the bypass corridor will see their lives transformed. Families must live with the lasting deteriorating negative environmental impacts with the introduction of a limited access highway to their neighborhoods. In Conclusion Comparatively the proposed RED bypass alignment's negative environmental impacts are much greater than the GREEN alignment's. The proposed RED bypass alignment's impacts cannot be fully mitigated. Whereas, mitigation strategies for the GREEN alignment may have a positive effect of reducing the incremental environmental impacts below the baseline. How much consideration is TxDOT giving to the comparative environmental cost in selecting the preferred alignment? Economic Impact-Cost vs. Benefit Improving U.S. Highway 380 in its Current Alignment-GREEN alignment Another significant issue is the cost - benefit of improving U.S. Highway 380's current alignment to the limited access highway, including the economic impact imposed on commercial businesses. There is no argument that the cost to improve U.S Highway 380 a limited access highway will be significant. However, commercial business districts have a history of adjusting, redeveloping and driving following similar projects. The commercial corridor along U.S. Highway 380 will be a completely different economic model when improvements are completed in fifteen to twenty years. The economic benefits for investing in the GREEN alignment are significant. The Perryman Group Study (2017), funded by Collin County Commissioners Court, estimates economic activities along U.S. Highway 380 will generate more than \$300 million annually for the City of McKinney and the McKinney Independent School district at maturity. Additionally, the study estimates the State of Texas will receive more than \$900 million in tax revenues annually. Constructing U.S. Highway 380 Bypass-RED Alignment The cost to construct the proposed U.S Highway 380 bypass are projected to be significant, but less than improving U.S. Highway 380 in the current alignment. However, the economic benefits will likely be significantly less than that projected for the GREEN alignment. Additionally, there is the economic cost imposed on residential properties and neighborhoods transformed by the project. Unlike commercial businesses, the economic value of adjacent residential properties and neighborhoods do not recover following the construction of a limited access highway (freeway). In fact, the economic and social cost are long-lasting. The bypass also imposes an economic cost on the Town of Prosper with a seizing of commercial businesses and the loss of property and sales tax revenue. The loss in tax revenues are estimated to be over \$4 million annually. This does not include revenue losses from future development. Their proposed bypass will not generate and economic benefit for the Town of Prosper or its taxpayers. In Conclusion The proposed RED bypass alignment has not proven to provide a significant economic cost benefit for the City of McKinney. The RED alignment imposed an unrecoverable economic penalty on the Town of Prosper. The economic cost benefits, offset by the economic penalty of Prosper, are not sufficient to justify selecting the proposed RED bypass alignment. Is protection of McKinney's business and commercial sector more important in consideration of this project then the welfare of families and neighborhoods forced to live with the lasting deteriorating negative environmental impacts by the proposed RED bypass alignment? TxDOT Survey Results Two public input periods in 2018 returned over 14,000 responses. An apparent record for the department. In all cases, Collin County respondents in both surveys preferred that TxDOT update and modernize US highway 380 in its current location. Just how much does TxDOT value the surveys and public comments the solicited?</p>	<p>Comment noted. Environmental and economic impacts are 2 of many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the existing US 380 corridor into a freeway. The study did not analyze economic effects of new location alignments.</p> <p>The Collin County Feasibility Study team is conducting an economic analysis for both the red and green alignments and will present their findings at the Spring 2019 Public Meetings.</p> <p>Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p>
100	Ben Silver	3/28/2019	Comment Form	<p>I live on Grove Cove and have a first hand need for 380 to stay on 380, I feel that TxDot has not done all the studies needed to make a fair decision. I think a new option is needed to make a more rural option not near the housing development along Bloomdale. If you went ½ - 1 mile north it would help elevate future foundation problems and issues that TxDot had at the LBJ expansion plans</p>	Comment noted. Initial traffic analysis has indicated that an alignment closer to Frontier Parkway is less attractive from a traffic perspective.
101	Ben Watson	4/4/2019	Email	<p>I fully support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

102	Benjamin Watson	3/29/2019	Email	<p>Firsr if all, thanks for your hard work. I had the pleasure of living in Denton County for years and have been beyond impressed with TxDOTs work on 35E. That being said, I've had a question on my mind so here it goes: I'll begin by asking, why the strong avoidance of Tucker Hill? Financial motivation from developers or (two) former politicians from the county and Plano? The residents of Tucker Hill (and Stonebridge too, which makes no sense as their inner roads (Virginia, etc.) will be torched by traffic with a bypass) chose to be on a US Hwy, claim to be strongly against businesses at 75 and 380 being taken out, yet strongly oppose alignment Red A, which would avoid that... makes sense.... *sarcasm* My name is Benjamin Watson. I live at [REDACTED], which is within the city limits of McKinney, in the proposed 850 home community if Willow Wood. The newest proposed red alignments A and B, will clip our neighborhood, and come within hundreds of feet of my home and hundreds of others. There is also poured concrete where new homes will be build that the bypass will actually go through. The utility easements and pluning has already been established. This is one of the main reasons why we selected to live where we do. Keep in mind, we wee less than FIVE MINUTES from the future Outer Loop. There are many reasons why the bypass is not a desirable alignment. Those impacted by a bypass chose NOT to build or live next to a US HIGHWAY. I work off Custer and Cant imagine the impact creating a bypass beginning at Custer will have. I realize and appreciate that US Highway 380 needs improvement and support an alignment that stays on the current footprint as planned in the master thoroughfare plans of McKinney, Prosper and Frisco. Keeping 380 in its current footprint has less substantial impact on families, lives, and children. If this was such a viable option (keep in mind we've known about Collin county growth for years and years) why wasn't this proposed prior to 2 years ago? Build out the arterials like in the 2040 plan.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. The green alignment as proposed in October 2018 would displace approximately 50 more homes and 275 more businesses than the proposed red alignment. Evaluation matrices for each alignment are posted on Drive380.com.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
103	Bill and Daniell Bowman	4/7/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
104	Bill and Sharon Hockensmith	4/9/2019	Email	<p>We have been homeowners in Stonebridge Ranch and citizens of McKinney for more than 14 years. We want you to know that we strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment options for US 380. We believe that these options are the least disruptive to businesses, existing homes and families living in our neighborhood and those along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. We OPPOSE the proposal to widen US 380 (the Green Alignment option) because this option will destroy existing homes and businesses along US 380—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of business sales and property taxes in McKinney and possibly eliminate jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets feeding onto Highway 380, increasing traffic, noise and air pollution in our neighborhoods, as drivers seek shortcuts to access a more robust US 380. This would endanger our children and grandchildren who regularly bike the streets of Stonebridge Ranch to get to school, use our parks and visit their friends. We also strongly oppose Red Option-A. It requires a large interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. This, too, would decrease safety on our residential streets as more drivers seek shortcuts. Furthermore, both the Green Alignment and Red Option-A will depress home values in our area and decrease property-tax revenues needed for increased police and fire protection. For the thousands of residents, like us living in Stonebridge Ranch, the Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential safety of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
105	Bill Benton	4/8/2019	Email	<p>I would like to register my support for the green alignment down 380. Both red alignments are properly colored as red means stop or danger. Those alignments are disruptive to economic activity to businesses along 380 and will wipe out one of Collin County's treasures, ManeGait. I know firsthand the value of ManeGait to the volunteers and the members of our communities with disabilities. Take is down the current 380 alignment and do the right thing. Thanks for giving our objections thoughtful consideration.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

106	Bill Darling	3/29/2019	Email	Good morning Tony, Your meeting sure drew a crowd last night. With all due respect I wanted to ask for some clarification. The new Alignment Red E shown last night was the same as the one your team presented to us at ManeGait on March 20th. Many many people came up to me last night indicating that the new alignment was being presented as one that saves ManeGait. Can you verify for me that it was being presented in that manner? I didn't go to a table to hear the presentation to know if that was the case. I certainly hope that wasn't the case due to our response to you on March 20th and in my follow up letter of Monday March 25th. Both at the onsite meeting and in my letter I indicated the difference in Alignment B and E did not allow our organization to stay on that property. If there needs to be clarification in this regard I'm happy to be available.	Comment noted. Alignment E does not directly displace ManeGait; however, it is located in close proximity to it. Impacts to the ManeGait facility are being considered along with other potential impacts on the human and natural environments.
107	Bill Douglas	3/28/2019	Comment Form	As a business man and owner of a business located at the intersection of US 380 & US 75 in McKinney, TX (██████████), I support RED OPTION "B" bypass alienment or "E" are acceptable. Widine US 380 as proposed would put us out of business in McKinney.	Comment noted.
108	Bill Douglas	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
109	Bill Essington	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
110	Bill Gross	3/28/2019	Comment Form	After looking at the latest revisions to the proposed 380 alignments, I continue to STRONGLY FAVOR the 380 on 380 alignment. Thank you Bill Gross	Comment noted.

111	Bill Martin	4/3/2019	Email	<p>I work with a business owner whose property is located on the southwest corner of highway 75 & 380 (Lone Star Food Store Valero). This convenience store location is a key site for our company and employs 8 full time employees. Convenience store properties, located at high traffic corners in McKinney, are irreplaceable. We service thousands of customers a week, with food and fuel needs. Although our company has owned this location for a couple of years, the location has assisted customers on their daily commute for decades. Please see the statement below to understand what we are requesting for the proposed 380 expansion. As a business owner in McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
112	Bill Meilahn	4/1/2019	Email	Sir, I strongly support the widening of 380, "in place," and its conversion to a limited access freeway.	Comment noted.
113	Bill Ruff	3/28/2019	Comment Form	If 380 cant be kept and expanded in its original alignment, it is really difficult to understand the desirability of either option "B" or option "E". Neither makes much sense compared to Red option "A" – Assuming you have to have a bypass at all. Compared to option "A", both "B" & "E" are much longer & affect many more residences & in the case of "E", some significant tax revenue producing (Prosper) [Lowes rest]	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Red B displaces fewer residences than Red A or E.</p> <p>If a bypass alignment is chosen, the existing US 380 will remain in place.</p>
114	Bill Terrell	4/9/2019	Email	<p>I live in WALNUT GROVE ESTATES at [REDACTED]. I strongly SUPPORT WIDENING 380 in its existing alignment. I am strongly AGAINST ANY bypass options. Bypass option Red B passes through Prosper's sovereign territory against the STRONG objections of the City of Prosper and the citizens of Prosper and it obliterates ManeGait Therapeutic Horsemanship charity center for children and adults with disabilities. Enough said! Bypass option Red E also passes through Prosper's territory, again against Prosper's strong objections. It destroys several small new businesses and obliterates the giant new Lowe's store that was built to serve the neighborhood. Red E Option crosses Custer Rd to enter Walnut Grove and eliminates several families' long-time homes in its path, then continues on through several lots that families have bought to build homes on in the future. Red E's path will then continue right by ManeGait, touching the ManeGait's riding field, and subjecting the at-risk children and adults in therapy to significant truck and high-speed highway traffic noise and exhaust pollution. The Red E Option would then run directly over two more Walnut Grove family homes and continue to take a portion of the back yard of another home. And, the entire remaining population of West and North-West Walnut Grove would be subjected to all of the highway noise and exhaust fume pollutions from the Red E bypass. You may not consider us a tightly-knit neighborhood because we are separated from each other by woods, creeks, beautiful rolling hills, and mature trees. But I assure you, we truly are a closely knit community. We all know each other and watch out for and take care of each other. Early on in the 380 planning stages, the Walnut Grove community was lead to believe by TxDOT personnel that TxDOT would not violate and obliterate existing neighborhoods, except as an absolute last resort - and a bypass is hardly a last, or even a reasonable, resort. Yet, here we are, trying to preserve our neighborhood from incursion and destruction 2 by a major US Highway and literally having to fight to save our homes and our highly prized, long-time quality of life. All bypasses, Red A, Red B, and Red E ultimately disrupt families and follow Bloomdale Road where there are many subdivisions that would likewise be negatively affected. Many homes and properties would be directly impacted and even more would suffer quality of life issues, decline in property values, noise and fume pollution, etc. To force a new, unwelcome major highway through Walnut Grove, a long established neighborhood of over 50 years, existent long before Stonebridge, Eldorado, Tucker Hill, etc, seems unconscionable. My family and I have lived here since we built our house here in the woods in 1978. The Red E option goes within feet of my property line, the smell and sound of which, if I were sitting on my deck drinking my morning coffee, would daily evoke very unpleasant thoughts about politicians and state public servants. Highway 380 already has an existing, large footprint with most of the needed right of-way for future expansion already in place. Why not utilize it and just expand existing 380 instead of re-inventing the wheel, thus saving the tax-payers from spending a gazillion dollars for a bypass to nowhere. We, as a group, consisting of Walnut Grove and the other affected Northwest McKinney sector subdivisions, have been supporting expansion and enhancement of Highway 380 and have been actively opposing ANY bypass for over 2 years. Two of our Collin County Commissioners (the ONLY commissioners who represent constituents directly affected by 380 options) have come out very publicly and have been very outspoken FOR WIDENING 380 and keeping it in its existing alignment. It's also interesting to note that these two commissioners, Susan Fletcher (District 1) and Darrell Hale (District 3) represent the ONLY two districts which totally engulf and surround the Entire 380 corridor. (Please see the attached District Map of Collin County Commissioners.) Since they both live in those districts, and represent both of those districts and the residents and the highways within those districts, they are very familiar with the critical situation and the dire impacts to and direct negative effects on their constituents of an unwarranted bypass. Our two involved County Commissioners have expressed, as do we and all of our Walnut Grove and Bloomdale Road and Prosper neighbors, and even several of the McKinney City Council members, that the best choice for all of the people of Collin County, both 380 users and tax payers, and Prosper city is to WIDEN EXISTING 380. Surely this all must carry at least SOME weight with TXDOT. I know that this has been somewhat wordy, but I appreciate you struggling through to the bitter end.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. None of the proposed alignments divide an existing neighborhood, but all of the alignments will displace homes.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Initial traffic analysis indicates that an additional east-west freeway is needed to satisfy the 2045 projected population. A freeway cannot be built within the existing ROW.</p> <p>An alignment along the existing US 380 is expected to be more expensive than a bypass alignment.</p> <p>Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p>
115	Bill Walker	3/28/2019	Comment Form	GREEN ROUTE IS THE ONLY FINANCIALLY VIABLE OPTION.	Comment noted. The green alignment is expected to be the most expensive alternative.
116	Billie Cooper	3/28/2019	Email	I support the green alignment on Hwy 380 expansion. My grandson with cerebral palsy rode there from 6 to 18 years of age. This has been the highlight of his, and many other kids with special needs lives. Please don't take this wonderful place from present and future riders. There is very few places that they can go that improves there emotional as well as physical lives.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

117	Bin Li	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
118	Blake Goodwin	4/8/2019	Email	<p>Hello, This is Blake Goodwin at [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship which I volunteer at. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services, not to mention the issues which arise from putting a major road next to a horse facility. Not to mention, the noise and distraction to the riders.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
119	Bob Seei	3/28/2019	Comment Form	<p>Unbelieable! I have been a loyal republican for 51 years of voting, donating, volunteering etc. The <u>only</u> house in Whitley place, Prosper that had a "Ted Cruz" sign in our yard when he ran against the Irishman "Robert Francis O'Rourke". With this behavior I am going to vote straight republica Democratic!! In the next state elections. I will then vote Republican till i die. Shameful & disappointing Keep 380 on 380 !</p>	<p>Comment noted.</p>
120	Bobby Loeb	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
121	Bradford Darte	4/10/2019	Email	<p>I received in the mail the notice of the upcoming public meeting in Princeton regarding the proposed improvements to US 380 however, the date on the letter states Tuesday, May 7, 2019 while the website lists the meeting as Tuesday, May 1, 2019.</p>	<p>Comment noted. May 1, 2018 was the date of a prior public meeting for the project; meeting information from that meeting is on the Drive380.com website. The upcoming May 7, 2019 public meeting date listed on the notice is correct.</p>

122	Bradley J Parks	4/10/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
123	Brandee Platke	4/8/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
124	Brandi Perry	4/4/2019	Email	<p>My name is Brandi Perry and I live at [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
125	Brandon Bowman	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
126	Brandon Daniel	4/3/2019	Email	<p>NAME/ADDRESS: Brandon Daniel [REDACTED] COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

127	Breanna Harkins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
128	Bree S Kihm	3/28/2019	Comment Form	<p>380 should be fixed "on 380". No bypass options should be approved. A 380 bypass would negatively affect McKinney and Prosper and ruin what makes it "unique by nature" Additionally a bypass would impact ManeGait Therapeutic Horseback riding where my son and hundreds of other receive/have received resources. In addition, everyone has a choice in where they live. As a former McKinney resident who live ~1 block from 380 I know that I moved there <u>knowing</u> about the traffic & potential for future building, I also choose to move away from 380 for a more peaceful rural life as my children grew older. A 380 bypass should NOT be approved and NOT be an option.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
129	Brenda Istre	3/28/2019	Comment Form	<p>I feel it should stay on 380. The majority of traffic on 380 now will continue to use 380 due to the growth of businesses along 380. It is still too close to Mane Gait when you consider you are working with disadvantaged adults & children that may be upset y the noise. If someone is still pushing this bypass then let it be through McKinney only and use Opt. A. Stay out of other people's towns & tax bases that have been following their growth plan.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
130	Brett & Karley Butler	4/7/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
131	Brett & Lindsay Ballinger	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
132	Bri Westbury	4/11/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
133	Brian D. Audia	4/4/2019	Email	<p>I would like to comment regarding my support for the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. In my opinion it is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. As a resident that owns a home in this area, does business in this area and recreates as well, the other options are far more intrusive in this great community of communities. Please support the GREEN alignment.</p>	<p>Comment noted.</p>

134	Brian De Paul II	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
135	Brian Drees	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
136	Brian Palmer	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
137	Brian Ricci	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

138	Brian Roberson	3/29/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
139	Brian Sweet	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
140	Brian Woodward	4/4/2019	Email	<p>My name is Brian Woodward, I am a McKinney business owner operating out of 1005 S. McDonald St and would like to voice my support for the GREEN alignment between Coit Rd and FM 1827 for the expansion of US HWY 380 as it appears the most optimal and efficient path for all traffic. Any bypass would be a nightmare and lead to more traffic, congestion, and confusion through our city. I very much oppose all other alignments, but vehemently oppose Red Alignment E and B due to the direct impact it would have on ManeGait Therapeutic Horsemanship.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
141	Brittany Leggett	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
142	Bruce Blackmon	3/28/2019	Comment Form	<p>I fear that the output of the TDOT process for determining the final solution will <u>NOT</u> be consistent with the goals. The key to getting a consistent, reliable output for any process is process discipline and the required time to evaluate any process changes that occur along the way. TDOT in my opinion, has allowed too much variation in their process (new alternatives, options) without allowing sufficient input and evaluation of these "mid-process" changes. As a "customer" of the output, I have lost faith in the process to give the best output for all customers; rather it has been compromised by "squeaky wheels" and "unvetted" changes.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
143	Bruce Carlin	3/28/2019	Comment Form	<p>Widen 380 into a 6 lane controlled access highway. No ByPass</p>	<p>Comment noted.</p>

144	Bruce Dutty	4/1/2019	Email	<p>Dear Mr. Enders, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
145	Bruce Morel	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
146	Bruce Parks	4/10/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

147	Bruce Singer	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
148	Brunie Carley	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services." P.S. My son has cerebral palsy and has been riding at ManeGait for must of his adult life.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
149	Bryan Cole	4/11/2019	Email and comment form	<p>I hope you are having a great day. I wanted to submit my voice on the comment card related to the 380 MAP options. Please see my attached request on which option is selected for development.</p>	<p>Email comment noted. Comment form was unreadable.</p>
150	Bryan Miller	3/27/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

151	Bryan Smith	3/26/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
152	Caren Wilson	3/28/2019	Comment Form	<p>My name is Caren Wilson and I live at [REDACTED]. I am strongly opposed to all bypass options to 380. All the bypass options will negatively impact the neighborhoods and "country" living in Prosper. I have lived in Prosper for 19 years moving from Dallas (one block off LBJ Frwy). I took in consideration the growth of the area when choosing my home. Living close to a bypass was not even a consideration. I realize that US Hwy 380 needs improvement and believe that will best serve the communities of Frisco, McKinney, and Prosper by making those improvements ON US Hwy 380.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
153	Carleen Patterson	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
154	Carol Bloxsom	4/4/2019	Email	<p>I would like to express my personal opinion on the US 380 by-pass, which has cause quite a stir in Prosper & McKinney. I will only support the GREEN alignment or Option A By-Pass. Both of these options will have very little impact on existing business, home owners and Town of Prosper. Why should Prosper give up over 80+ acres for a City of McKinney problem? I am also a volunteer at Mane Gait and previously I volunteer for over 10 years at Equest, another Therapeutic Horseback riding center. I personally seen the impact that Horses have on Veterans, Veterans family suffering from PTSD and individuals with disabilities. As one rider stated "no one knows that I have a disability when I am riding a horse" It appears that TXDOT is siding Jack Harvard, McKinney and playing politics vs what is morally, ethically and cost efficient, by picking the Green Alignment or Option A... Secondly I don't appreciate one of Jack Harvard's employees calling me a "flat earthers"</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
155	Carol Clower	3/28/2019	Comment Form	<p>We live along Bloomdale Road & the Bypass would go behind our property & destroy the (our) neighborhood. There is talk of an outer loop so why is this even necessary? 75 in Dallas was improved with existing business why cant the same be done to 380? Also when it cuts back into McKinney/Prosper makes no sense when the traffic increases between Custer & the Toll Road ***** it should be connected to Preston 289 or the Toll Road! Keep 380 on 380</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
156	Carol Danielson	3/28/2019	Comment Form	<p>As a Prosper resident who retired here to enjoy the peaceful, slow pace of the town, we are disgusted that TXDOT is considering our town to alleviate McKinney's problem. We oppose Red B&E plans! If Custer/380 intersection is impacted, Prosper will lose a major tax provider in Lowes and surrounding businesses. We pay exorbitant taxes now and cannot afford to increase the amount</p>	<p>Comment noted.</p>
157	Carol Gillis	4/9/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

158	Carol Halperin	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
159	Carol Harned	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Please do not ruin the this great asset to our community, my family and my child with disabilities.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
160	Carol Little	4/1/2019	Email	<p>Stephen, I appreciate all the "studies" but I am very disappointed that TX Dot has once again decided to affect Prosper and Non Profits by running a by-pass on Custer. TX Dot has decided to play the political game and as a resident of Prosper and a volunteer at Mane Gait, I am deeply disappointed in your feasibility studies and continuing pushing the by pass onto Custer vs Stonebridge or Ridge Rd. It is not the Town of Prosper nor Prosper residents fault, that the City of McKinney planners didn't not plan for their growth. Yet TX DOT is putting the majority of the 380 By- Pass headaches and congestion on the Town of Prosper. The only people that are going to get rich off this feud will be attorneys.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
161	Carole Sweet	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

162	Carolyn Bentley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
163	Carolyn Denise & William McMillan	4/3/2019	Email	<p>We are homeowners and citizens of McKinney, Tx. We strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. We also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
164	Carolyn Fredricks	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

165	Carrie Archer	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I don't understand why it is even being considered. The cost would be a lot more to clear the areas for the red alignments instead of just expanding where 380 already is! Use the money saved for other road repairs that are needed!!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
166	Carrie L. Botts	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
167	Carrie Long	4/4/2019	Email	I am writing to share that I am in support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper and is the original plan that should not be deviated from. A bypass is unnecessary and would scar the beauty of our community and impact many families, properties and the property values negatively. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services to many children and families in North Texas.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
168	Cassandra Seitz	4/7/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
169	Catherine Reidy	4/8/2019	Email	Catherine Reidy [REDACTED] COMMENT: I support the green alignment for route 380. The work that Mane Gait Therapeutic Riding center provides impacts the whole community in ways that are not measurable to tx.dot. Please do not put the highway through or next to this sacred space.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
170	Cathleen Forrest	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. There is not a 4 level interchange proposed near Ridge Road.
171	Cathy Cheatham	4/8/2019	Email	Please accept my support of the Green Alignment of 380 so that we don't impact the magic of ManeGait. I have been a special educator since 1981 and currently work as an educational diagnostician. Through my career, I've been involved with providing the most effective services for our special education population academically, socially, behaviorally, and motorically. I've worked with numerous Occupational and Physical Therapists and have seen trendy therapies come and go. The equestrian therapy provided at ManeGait is the real deal. I have worked as a volunteer at ManeGait since 2012 and feel that the time I spend there is 100% my happy place because I have seen this positively effect the development of all kids involved. For all of the Aylas, Graces, Hannahs, Ethans, Traces, Hazmas, Cammy's, Logans, and Michaelas, of the world, please support the Green Alignment to enhance the development of these our most needy and deserving citizens.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

172	Cathy L. Bebee	4/6/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
173	Cathy Tomcala	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

174	Cedric Cascio	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
175	Chad Gibbons	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
176	Chad Reynolds	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX, at [REDACTED] I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

177	Charles Collins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
178	Charles Cotton	3/28/2019	Comment Form	380 on 380 No to Option B	Comment noted.
179	Charles M. Pritchard	3/29/2019	Comment Form	<p>Red - Bypass option B I live in Walnut Grove and will be in the area taken for the green route. Where will the traffic be while building this road. On 380! A Bypass in so much smarter. Option B is the best Route I'm <u>Affected</u> By this Project.</p> <p>Please check the comments for the people who are sending more than <u>One vote!</u> There is a push to stuff the box. 1 House hold 1 vote NOT 200</p>	Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study. Voting is not part of the TxDOT process.
180	Charles Owen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

181	Charles P Milhem	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
182	Charles Patmore	4/7/2019	Email	<p>My 6.5 acre horse property is right in the cross-hairs of the red alignment of the proposed US 380 bypass. This unnecessary loop will destroy wetlands, wild animal habitat and horse sanctuary property like mine. It will cause major disruption, financial hardship and mental anguish in my life. All of the surveys that have been completed heavily favor fixing US 380 on US 380. The people have spoken and a solution like widening and/or creating a double deck like 635/LBJ in Dallas or US 183 in Austin, just makes more sense for the property owners and business owners on US 380. At this point, the only explanation for ignoring your own surveys and defying the will of the property owners, business owners and residents of McKinney can only be explained by corruption in the heavily conflicted McKinney City Council. I believe there should be an investigation into real estate interests both directly and indirectly held by the members of the council. For the sake of the wetlands, natural habitat, private property, Erwin Park, MainGait and other unique parts of this wonderful part of Collin County Texas..... I ask you to save our strong horse culture and do the right thing. Abandon your plans for a US 380 bypass. Thank you for your time.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Elevated freeway sections will not be further considered for most of the corridor because it does not significantly reduce the amount of right of way needed to construct it. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p>
183	Charles Pruet	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

184	Charles Scimeca	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
185	Charles Tohlen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
186	Charles Trimble	3/28/2019	Comment Form	<p>If even Conservative population estimates of Collin County came true, the highway infrastructure will fall far short of what is necessary. Dallas County has five East/West highways (including PGBT) all with 4+ lanes in each direction. Even if the current 380 and a bypass are built, along with future outer Loop, Collin will still be behind. I believe that not only should a bypass be built, but that row along the current 380 should be reserved so that in the not so distant future it can be converted to a limited access freeway. I realize that both plans have critics on both sides but that an honest discussion needs needs to happen about future gridlock. That way at least ten years down the road people who move in will know whats planned</p>	<p>Comment noted. Initial traffic analysis does not indicate that both the red and green alignments need to be built as freeways.</p>
187	Cheri C Stanwix	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I look forward to having 380 continue on 380 and see no reason for any other route.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
188	Cheryl Brewster	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

189	Cheryl Hargrove	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
190	Cheryl Perez	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

191	Cheryl Scheuren	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
192	Cheryl Ullom	3/28/2019	Comment Form	<p>Keep 380 on 380 1. New alignment take out Lowe's - a huge tax base for us. 2. The outer loop is too close for the bypass options. 3. The out loop may help negate the need for any bypass. 4. Environmental impact of bypasses are huge when compared to keeping 380 on 380.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
193	Chidananda Sular	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

194	Chris & Beth Scherer	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
195	Chris Branch	3/29/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

196	Chris Clark	4/8/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
197	Chris Dugas	3/28/2019	Comment Form	<p>We purchased our home in Whitley Place due to its distance AWAY from Highways, Tollways and Interstates. It does not make sense for a major highway bypass to now be moved much closer to our home. There was a major highway (380) as close as we ever thought it could be, and this bypass will hurt my property value when I purchased away from the highway on purpose.</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
198	Chris Keating	4/15/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
199	Chris Kokenes	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

200	Chris Merger	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
201	Chris Self	4/3/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
202	Chris Self	4/3/2019	Email	<p>Please see attached. I'm still opposed to making 380 an LAR and am most interested in either Red Option B or Red Option E.</p>	<p>Comment noted.</p>

203	Chris Spear	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
204	Christina Penland	4/9/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
205	Christine Churchill	4/4/2019	Email	<p>COMMENT: I understand the need to expand HWY 380 due to the increased traffic. After reviewing the options I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It would address much of the current traffic problems and looks to be an efficient path for east-west traffic through the cities of McKinney and Prosper. I think a bypass is unnecessary and would adversely affect many established facilities. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
206	Christine Hill	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
207	Christine Kless	4/4/2019	Email	<p>Thank you for the opportunity to provide input on the 380 expansion. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

208	Christine Lee	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
209	Christofer Alexander	4/4/2019	Email	<p>My name is CJ Alexander and I wanted to express my option on the US 380 alignment. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
210	Christopher Carr	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
211	Christopher Freni	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
212	Christopher Gersitz	4/4/2019	Comment Form	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
213	Christopher Richardson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

214	Christopher Yon	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
215	Christy Skinner	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
216	Christy Vawerchak	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p> <p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

217	Christy Whitfill	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. ManeGait provides exceptional services for those affected by disability in our community, and also for our wounded veterans who have given their lives to serve our country. Thank you for voting to keep the GREEN alignment.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
218	Christy Williams	3/28/2019	Comment Form	Why don't they just fix 380 and go up with the 380 Hwy	Comment noted.
219	Cindy Evans	4/4/2019	Email	Dear Stephen, my husband and I have lived at [REDACTED] for the past 35 years. We have enjoyed the peace and tranquility living in the country until NOW. With the widening of Custer Road, eminent domain; Atmos gas lines running and survey stakes throughout our property, proposed water line and now the 380 Bypass – our life has been turned upside down. We understand growth but believe that the City fathers lacked foresight in the future growth of the City at our expense. The Red Alignment E and B will be a major blow to us and have us "living under bridge". "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
220	Cindy Rickerby	4/4/2019	Email	COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
221	Cindy Zebroski	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
222	Clay Penland	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

223	Clayton East	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
224	Clint Moss	4/7/2019	Email	<p>I fully support the GREEN option to 380 expansion as the ONLY option that makes sense on every level. 1.Financially - At the recent TxDot meeting presenting the new bypass option to the community of Prosper, a chart was displayed showing the financial benefit of a bypass and the business/residential impact of each option. Bypasses were presented as having a much lower impact on most levels. I feel that this chart is a misrepresentation of the whole picture. Assuming a Bypass was chosen and developed, the current 380 is STILL going to need major improvements to help with traffic flow as the communities grow. Why not just develop 380 along its current pathway (the GREEN option) and do it right? Most of our citizens that use 380 at peak traffic hours are commuting to and from southern destinations. These commuters will not be using a northern Bypass to access 75 and will not be using a northern Bypass on their return home. The cost of improving 380 along its current alignment needs to be added into any cost of Bypass to represent the entire picture. You might argue that as the communities in the North develop they will be using the Bypass. True, but there is also the Collin County Outer Loop that is under current development for this problem. 2. The GREEN option adheres to the MAJORITY opinion by citizens in EVERY city along 380. Why is a Bypass still being pushed upon everyone? It seems TxDot is trying very hard to sell everyone on a Bypass as if a Bypass is the only real option and the decision is already made. How about listening to the surveys TxDot itself requested from the citizens? You already know what we prefer, by a large majority. Stop coming up with alternatives. I have to assume either a decision is already made or there is intense political pressure being utilized to save a minority opinion of citizens and businesses. 3.Environmental - A Bypass will destroy native wetlands and the beautiful landscape we all enjoy. And again, 380 will still have to be improved along its current alignment. Therefore a Bypass will only add to the negative environmental impact. I STRONGLY URGE you and the other members of TxDot to listen to the citizens of our towns and municipalities along 380. Hear what we, the majority, are saying. DO NOT succumb to the political pressure no doubt being applied. Do what is right for the majority of citizens that are blessed to call this part of the state home. KEEP 380 ON 380 as it was intended. And if this is not a realistic possibility, please quit giving us hope that we have a say in what goes on. I am tired of being asked the same question over and over, only to find out I am in concert with a large majority, and then hearing another Bypass is being looked at. Please do not push the poor planning of Mckinney and the problems of their community into a Bypass that will negatively effect numerous other communities who have planned correctly and according to the intended future plans of 380. KEEP 380 ON 380. IMPLEMENT THE GREEN OPTION. I sincerely thank you for your time and consideration</p>	<p>Comment noted. Initial traffic analysis does not indicate that both the red and green alignments need to be built as freeways.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a falling level of service for congestion and delay.</p> <p>Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
225	Cody Hill	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

226	Cody Hill	4/10/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
227	Colleen Lynn	4/6/2019	Email	<p>I wanted to write you to let you know that I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
228	Colleen Patton	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
229	Connie Oberle	3/28/2019	Comment Form	<p>I am in support of the options with the least impact to the tax payers, environment and property owners. Clearly, that would be option Red B or Red E option.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

230	Conrad Kirby	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
231	Coral Rojas Acosta	4/4/2019	Email	<p>I ONLY support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Please keep in mind all the benefits that ManeGait brings to so many kids, Veterans and others. Thank you</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
232	Corri Ehmer	4/6/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
233	Courtney Condit	4/8/2019	Email	<p>Hi, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I grew up in Collin County and have been a long-time volunteer of Manegait, so I think it is of utmost importance to preserve their current presence. I plan to soon move back to Collin County and would be hesitant to do so under an alternate alignment.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
234	Craig Hansen	3/28/2019	Comment Form	<p>1 McKinney's approved 2035 Plan had a bypass option in the appendix that did not impact Prosper – what changed? 2 McKinney's lack of foresight & planning Row on 380 should not create a problem for Prosper 3 Option E going through Lowe's destroys a huge tax base for the town of prosper 4 The stated purpose of the Collin County outer Loop was to relieve traffic on 380 & 78. Two loops/bypass options are redundant and neither road will be optimized. 5 It appears that McKinney unilaterally decided to recommend a bypass that imposes on Prosper 6 McKinney should be required to expand all North/South & East/west arterials, before a bypass should be considered – both north & south of 380</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
235	Craig Wenning	4/4/2019	Email	<p>The GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380 makes the most sense. It is the natural path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. The GREEN alignment also preserves one of Collin County's most effective nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this amazing property and displacement of their vital community services. Please make the prudent decision here and choose the GREEN alignment. Thanks!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

236	Cynthia and Glenn Goodwin	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
237	Cynthia Caldwell	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

238	Cynthia Gamble	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
239	Cynthia Johnson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

240	Cyril Reif	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
241	Dallas Fears	4/5/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit road and FM 1827 for US HWY 380. Not only do I live in prosper, but I also have a special needs child who rides at ManeGait, it has provided so much confidence for her. Thank you for taking this into consideration. God Bless.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
242	Damon Viller	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
243	Dan Gramham	3/28/2019	Comment Form	<p>Red option A would seem to be the least impactful as far as residential communities. Red option B & E should not be chosen as these would have a greater effect upon the residents of McKinney on the East side of Custer & the noise that it would bring to the residents of Whitley Place. The best option would be to keep 380 on 380 & expand it. I feel that any of the proposed routes would probably not be used. Few drivers are going to want to go that far North.</p>	<p>Comment noted. Red B displaces the least amount of homes of any of the alignments.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

244	Dana Hagedorn	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
245	Dandara Shrodes	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
246	Dane Harris	3/28/2019	Comment Form	<p>My wife and I bought our house on Grove Cove directly adjacent to Bloomdale 18 months ago with the knowledge that Bloomdale would be a "Custer-like" thoroughfare and <u>not</u> a 75 mpg highway. We put our life's savings into our house as first-time homebuyers and will now lose property value and equity from the sudden change. <u>Please</u> do not affect homeowners to spare business and affluent special interests. Stick to the plan to widen 380 on 380 and build out arterial thoroughfares on Bloomdale and other two lane roads. 380 will not be fixed just from a bypass. Too many red lights and too short turn lanes will remain. Only pass through traffic would re-route.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. The green alignment as proposed in October 2018 would displace approximately 50 more homes and 275 more businesses than the proposed red alignment. Evaluation matrices are posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
247	Danee Diaz	4/4/2019	Email	<p>As a Realtor and a citizen of the Town of Prosper, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
248	Danette Weatherholt	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

249	Daniel & Kelly Briggs	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
250	Daniel Bentley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

251	Daniel Collins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
252	Daniel Drake	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

253	Danielle Chen	4/6/2019	Email	<p>As a homeowner at [REDACTED] and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
254	Danielle M Kazmierczak	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
255	Danlce Atchley	3/28/2019	Comment Form	No bypass through the town of Prosper & Denton County West	Comment noted.
256	Danna Hamann	4/8/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
257	Danny Southerly	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
258	Darin Batchelder	4/5/2019	Email	Our family is for the green option. We do not think the highway should come into Prosper.	Comment noted.
259	Darla Atherton	4/8/2019	Email	<p>COMMENT:I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
260	Darlene & Steve Simmons	4/10/2019	Email	To Whom it may concern, As a McKinney citizen/ homeowner, I strongly support either Option B or E bypass. These options are least expensive and least disruptive. They are the BEST options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Thank you for your consideration.	Comment noted.

261	Darlene Simmons	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
262	Dasha Ellis	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

263	Dave Kimzey	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
264	Dave Taylor	3/28/2019	Comment Form	<p>I am "not" in favor of option B or E. Especially B make 380 like 75 with access roads on each side. I do not see why all of a sudden Prosper is in the process when originally Prosper was not. Custer Road expansion will take part of Rhea Mills Estates as opposed to pasture land</p>	<p>Comment noted. All of the proposed alignments have frontages roads. To see proposed typical sections go to Drive380.com</p> <p>None of the proposed alignments would require land from Rhea Mills Estates.</p>
265	David Allen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

266	David Allen	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
267	David C Johnson	3/28/2019	Comment Form	I would say yes to RED B and RED E and no to RED A and GREEN alignments. These would, I feel, be too expensive and too destructive.	Comment noted.
268	David Carmichael	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
269	David Cox	3/28/2019	Comment Form	<p>My name is David Cox, I live with my wife and 2 boys age 6 and 9 at [REDACTED], in Walnut Grove. The bypass options B and E would ruin my neighborhood, and have a very large negative impact on my family and neighbors. The bypass option A is the most desirable & less impact to homes, less impact to businesses and less of noise & air pollution to neighborhoods. Keep 380 on 380.</p>	<p>Comment noted. Red B impacts and displaces the fewest homes of all of the alignments. Of the bypass alignments, Red A has the largest impact to businesses.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>This Feasibility Study has not evaluated air pollution to neighborhoods for each alignment.</p>

270	David Cuthbertson	3/28/2019	Comment Form	Keep 380 on 380! None of the Red options are acceptable. Improvements to intersections on 380 will have a much more positive impact. Improve/Restrict ingress & egress on 380. Another "Bypass" will be an expensive road to nowhere, such as the virtually unused and unusable Collin County outer loop. Keep 380 on 380! No bypass!	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
271	David Hedgpeth	4/5/2019	Email	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
272	David J Johnson	3/28/2019	Comment Form	I appreciate the effort by TxDOT to consider public input in developing a new Red E alignment. Protecting Manegait. Reducing future development costs, and lowering environmental impacts are all benefits of this alignment. However, Red B continues to be my first choice in terms of reduced costs to taxpayers and smaller impact to residences and businesses overall. The GREEN alignment and RED A are not acceptable based on cost and impact. On a personal note, these would devalue my house and neighborhood. We bought where we did because we loved the area; also, we (my wife and I) were told that future 380 development would head up Custer Road. We support either RED E or RED B.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
273	David Kimzey	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
274	David Montgomery	4/12/2019	Email	Dear Mr. Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. Among the build options, both Red Option B and Red Option E minimize the disruption to existing homes and businesses, and they are the least costly. I strongly OPPOSE the alternative build options, Red Option-A or widening the existing highway. Both of these options would be very damaging not only to existing homes and businesses in the direct vicinity but also to thousands of homes impacted along highway 380 arterials. Thank you,	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

275	David N Counts	3/28/2019	Comment Form	I support the business that have invested in McKinney along 380 and employ our citizens. Therefore I do not support green route. I do not support Red A because anyone wanting to go south after exiting bypass will have to use Ridge, Stonebridge or Custer. I do favor both Red B & E. Between the two my preference is E because it minimizes impact on Prosper developed and undeveloped land.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
276	David Paul	4/4/2019	Email	My family and I have lived in McKinney for more than 20 years and while we enjoy all of the additions and improvements to our community since we moved here, we want to be certain that future developments don't hinder current operations. As such, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the best and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would negatively impact the beauty of our community. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services. My daughter is one of the riders at ManeGait and has been greatly impacted by the therapy they have been able to provide to her. We have seen vast improvements in her physical and mental abilities at school and with her peers and can attribute this directly to the services that ManeGait has been able to offer. Thank you for your consideration.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
277	David R Oakes	3/28/2019	Comment Form	Please keep 380 on 380, at least on the west end. There is not an economic benefit to any of the proposed improvements vs. keeping it on 380. The businesses will adapt to the change. There is a huge environmental cost to the improvements vs. keeping the work on 380. Keeping the green alignment and rejecting the red alignments helps McKinney and Prosper economically and environmentally.	Comment noted. From County line to County line, the green alignment is estimated to cost more to construct than the red alignment, impact more businesses and displace more homes and businesses than the red alignment.
278	David Soltysik	4/9/2019	Email	As a homeowner and citizen of McKinney, TX, I am strongly AGAINST any bypass that impedes upon or is in close proximity to the Walnut Grove neighborhood near 380 / Custer Road. Any bypass is a highly inefficient and inappropriate method for improving traffic flow and capacity, due both to additional distance required to travel across McKinney, the resulting air and noise pollution, adding more unsightly highways to the area, cost of constructing the new road and the horrible disruption to residents and businesses. There is more than adequate room to add a lane to the existing 380 corridor with minimal disruption while maintaining the intended flow of traffic and isolation of noise to the intended area. I am STRONGLY FOR WIDENING 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. Adding capacity to the existing US 380 would require additional right-of-way.
279	David Tu	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. There is not a 4 level interchange proposed near Ridge Road.
280	David Yew	3/28/2019	Comment Form	What an incredible waste of our taxdollars! Why cant you just improve 380 as is ?	Comment noted. Initial traffic analysis indicates that a freeway is needed to accommodate the 2045 projected traffic. A freeway cannot fit within the existing US 380 ROW.
281	Dawn Campbell	4/4/2019	Email	My name is Dawn and I have been a volunteer at Manegait. Please use wisdom and do not displace this therapeutic horse ranch. You do not know the level of stress the parents and these children go through. It is a well orchestrated machine the way it operates now and the beautiful setting it has. You would displace and disrupt the lives of some very fragile people if 380 expansion were to encroach their property. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
282	Dawn Oldfield	3/28/2019	Comment Form	Keep 380 on 380! The proposed "red routes" will negatively affect homeowner quality of life, endanger wildlife habitats, increase air, noise and light pollution and more. Our childrens quality of life will be adversely affected. Keeping 380 on 380 might impact businesses along there temporarily, but they will re-coup those losses after construction is completed. Homeowners and natural habitats will lose out 100%. Prosper is being bullied by Judge Self and Mayor Fuller and that TXDOT is allowing that is unacceptable. We already have an Outer loop being built, so the 380 bypass is a gross mis-use of taxpayer dollars. Collin County EDC's have been planning for growth for decades, and should have planned the infrastructure accordingly. Keep 380 on 380! If you bought or built a house on 380 you knew the risks.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. The green alignment would displace homes as well as businesses. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
283	Dawnda Daniel	4/3/2019	Email	NAME/ADDRESS: Dawnda Daniel Prosper, Texas COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

284	Dawndy Flores	4/7/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
285	Dawne Fischer	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
286	Deanna Elkins	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

287	Deanna J Ross	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
288	Debbie Anderson	4/8/2019	Email	<p>Hi, my name is Debbie Anderson and I live at [REDACTED] I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
289	Debbie Dunn	4/9/2019	Email	<p>I'm writing to let you know I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I appreciate you taking the time to read my email and I hope it has an impact on the decision going forward.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
290	Deborah Wilkinson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
291	Deborah Cahoon	4/15/2019	Email	<p>As a loyal member of the MainGait Therapeutic Riding Center, I am emailing you in regard to the TxDot 380 proposed expansion alternatives. I respectfully request you fully support the GREEN Alignment and oppose the Red Alignments B & E as these will have a serious impact on a terrific program. Supporting the Red Alignments B & E would affect the many children and adults with disabilities, not to mention the veterans and first responders, that have made serious gains with the programs offered by Mane Gait. Both Red Alignment B and E would have a direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I appreciate your time, consideration and hopefully TxDot's support in not destroying a beautiful and important therapy center.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

292	Deborah Tohlen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
293	Debra Perryman	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
294	Dee Kohl	4/4/2019	Email	<p>Please put my vote down for the GREEN option of expanding only380 and NOT creating any by pass which will take private property or threaten the mission of ManeGate with noise and congestion.</p>	<p>Comment noted.</p>

295	DeLou Douthitt	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
296	Dena Hill	4/4/2019	Email	<p>although I know that expansion is inevitable. I moved to prosper for the small town charm. I didn't move her for the are to turn into Frisco or PLANO. I do not support any expansion deal that takes away any of the charm that we still have with the the expanse we currently have and the unfortunate infiltration of Walmart and other undesirable businesses like chili's, Olive Garden and Texas road house. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services." I vote GREEN and nothing else.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
297	Dennis J. DeMattei	3/28/2019	Comment Form	<p>I support 380 on 380 – all Red bypass options have political and environmental faults</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
298	Dennis J. DeMattei	4/4/2019	Email	<p>Please be advised that option E as presented at the public hearing will still impact the Manegait Horse facility. I am the son of a veterinarian and spent many years assisting my father at all kinds of horse facilities. Simply moving a freeway to the edge of the property will not mitigate impacts and will cause the facility to cease to exist that this location due to the nature of the operation and equine behavior characteristics. This option would also subject TEXDOT to many unfavorable issues to come. I submit this with many years of experience and expertise. Thank you for your time.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
299	Dennis Scott	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

300	Diana D. Le	4/10/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US They are also the least expensive options when compared to the cost of the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
301	Diana Derebery	4/1/2019	Email	<p>The proposed red alignment B or E will dump a significant amount of traffic onto Prosper trail and First street in Prosper. Anyone wanting to head north and west will exit the bypass and go onto these two streets instead of going all the way back down to 380. Propser's plan does not have either of these streets scheduled to be major arteries. This is not acceptable.</p>	<p>Comment noted.. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
302	Diana Guarin	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

303	Diana Hauver	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
304	Diana Senderegger	3/28/2019	Comment Form	Keep 380 on 380 No Red. Green	Comment noted.
305	Diane Dickson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
306	Diane Furguson	4/4/2019	Email	<p>Please keep 380 on 380! Prosper should not have to pay for McKinney's zoning mistakes. If McKinney wants a bypass, they need to keep it in their city. That said, everyone (including people in McKinney) thought they knew where the highways and major streets would be when they bought their properties—including us. It seems very unfair to mess up everyone's property values because McKinney just now figured out that they let businesses build too close to the highway! No matter what is decided, many people will be hurt financially, but if we keep 380 on 380, at least it was somewhat expected. My next choice would be option A—keep this problem in McKinney where it belongs!</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

307	Diane Laing	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
308	Diane McCarty	3/28/2019	Comment Form	<p>As a businessowner of the property located at 1815 N. Central Expressway (Valero), I strongly support Red Option B or Red Option E bypass alignment option. These are the least expensive alternatives & least damaging to businesses affected. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These would destroy 200+ homes and businesses & cost thousands of jobs of these affected did not relocate in McKinney. Adding more lanes to US 380 would not help property taxes, noise, pollution or safety. Red Option B or Red Option E are the best options to improve traffic flow in our corridor while preserving out economics and greater than \$1 million investment.</p>	<p>Comment noted.</p>
309	Diane Reynolds	4/4/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area.</p> <p>Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
310	Dianne Brown	3/29/2019	Email	<p>I have been involved with all of the meetings on the 380 expansion, including the Spring 2018 TXDoT 380 Meeting in Prosper and the 7/24/18 Prosper Town Council Meeting where Stephen Endres gave a presentation on the 380 bypass where he stated that TXDoT rarely, if ever, goes against the wishes of a Town. In that meeting, the citizens came away with the understanding that since both the Town of Prosper and the City of Frisco wanted 380 to be a limited access freeway west of Custer that TXDoT would honor that. So I was very angered and concerned when the Fall 2018 TXDoT Survey options included a red alignment option B for a bypass cutting through Prosper, which before that was never even on the table, due to the pressure of an elected official that lived in Tucker Hill. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion. I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TXDoT should do bypass option A that originates in McKinney. I hope TXDoT does not bow to special interests again and honors the VAST MAJORITY of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East -West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, connecting First Street to Wilmet Road to 75, expanding FM 1461 to 75, and completing the Outer Loop. Thank you for your time and attention on this matter. I hope to hear that TXDoT is moving forward with the overwhelmingly supported green option of fixing 380 on 380 when it presents its final alignment option for 380 this Spring.</p>	<p>Comment noted. The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.</p> <p>Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

311	Dick Pratt	3/28/2019	Comment Form	Keep #380 on #380. Any by-pass has a terrible <u>impact</u> on residents and wildlife. People south of #380 are signing petitions w/o knowing the facts – just putting their name on a form put in front of them at a beach party – I know because I lived in SB Ranch for 20 years. By passes don't get utilized (eg = Denton etc) People traveling on #380 will continue to stay on #380 – especially if it is improved.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
312	Don Weiland	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
313	Donald & Linda Alexander	4/8/2019	Email	Just a note to let you know that we support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It seems to be the optimal and most effective path for east-west traffic through the cities of McKinney and Prosper. A bypass seems unnecessary and would certainly damage the beauty of our community. The GREEN alignment would also preserve one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignments E and B would have direct impact on ManeGait and damage or destroy this exceptional property. It would also severely impact the many local citizens who depend on the services provided by this great organization. We appreciate your consideration of our views on this issue.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
314	Donald Crawford	3/29/2019	Comment Form	As a citizen of Prosper Tx I would prefer option green of keeping 380 on 380	Comment noted.
315	Donald Hanson	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

316	Donald Martinez	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
317	Donald W. Alford	4/10/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options for the following reasons:</p> <ol style="list-style-type: none"> 1. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. 2. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. 3. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. 4. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. 5. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. 6. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our 2 corridor while also preserving the economic and residential vibrancy of our community. 	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

318	Donna Call	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
319	Donna Coley	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
320	Donna Howe	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
321	Donna Sedota	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I have volunteered for ManeGait for the last 3 years and have personally seen amazing progress by my riders. Please don't take this very important therapy away from them.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
322	Doug Batson	4/10/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US They are also the least expensive options when compared to the cost of the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
323	Doug Fakkal	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

324	Douglas E. & Cleo V. McLaughlin	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
325	Douglas Fuller	3/28/2019	Comment Form	<p>To take away <u>any</u> land in a small-area town like Prosper would reduce the area available for development, thereby limiting the growth of the potential tax base. The fiscal harm to the town and its residents has apparently not been factored into any of TxDOT's deliberations. Such harm would be ongoing and not be able to be offset from other sources.</p>	<p>Comment noted.</p>
326	Douglas J Hagedorn	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
327	Dr Terry Walden	3/28/2019	Comment Form	<p>Of the three options – Bloomdale is the <u>least</u> impactful of all ! However, reworking Hwy 380 makes more sense than of the other plans. <u>Please</u> consider longevity and community impact when making a choice. Walnut Grove Resident since 1979</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
328	Dr. Chris Phillips	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
329	Dr. Jake Schumann	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

330	Dray & Amber Petrik	4/4/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
331	Drew Allen	4/5/2019	Email	<p>Thank you for reading and considering that the proposed bypass options for any other than the GREEN ALIGNMENT would shut down a most prominent and life changing non-profit organization in the McKinney/Prosper area. I'm sure you have heard of the impact on the riders, the community, and the many volunteer and family members who care so much and and are impacted so powerfully by this very special place.</p> <p>With that in mind, I support the Green Alignment and "vote" against the Red Alignment B or E.</p> <p>Thank you very much for keeping ManeGait at the Center of all that is good for a strong, healthy, vibrant community.</p> <p>Drew Allen Lakeview Dr. Prosper TX</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
332	Dustin Mitchell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
333	Dustin Tong	4/5/2019	Email	<p>I have noticed that theres a red alignment for the proposed 380 change and I'm 100% against it. I'm currently building my, what I hope to be, forever home for my family in the Willow Wood community. Green alignment is the best option long term for not only my community but other communities in the area.</p>	<p>Comment noted.</p>

334	Eduardo Gonzales	4/1/2019	Email	<p>Dear Mr Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
335	Edward & Kathryn Fowlkes	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
336	Edward LeGate	4/8/2019	Email	<p>Edward LeGate-████████████████████: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would ruin the beauty of our community and force ManeGait Therapeutic Horsemanship to close. Thank you for taking this into account.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
337	Ehren & Breanna Guntert	4/9/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
338	Eion & Diane Reynolds	3/28/2019	Comment Forms	<p>It appears that the "new" option "E" is a reasonable compromise that meets or overcomes most concerns. We would support option "E" as the preferred Red option and would prefer Red option "E" over the Green option. Thank you</p> <p>Please hear our voices!</p>	<p>Comment noted.</p>
339	Elaine Kendrick	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p> <p>THANK YOU!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
340	Elizabeth Adell	4/4/2019	Email	<p>I reside in Celina, TX. I'm writing to let you know that I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

341	Elizabeth M. Anderson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
342	Elizabeth M. Barrett	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

343	Elizabeth Smith	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area.</p> <p>Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
344	Elizabeth Timmermann	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.</p> <p>Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
345	Ella Stephenson	4/11/2019	Email	I agree with the Green Alignment. Thanks	Comment noted.
346	Ellen Shaunessy	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

347	Emily Elkins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
348	Emily Johnson	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Strongly advocating for this.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
349	Eric Nishimoto	3/28/2019	Comment Form	<p>TX DOT – We chose North Texas as the region we planned to live for decades. We've been here since 2005 and have actively served in government and community programs for 15 years. We support keeping 380 on 380 – as was forecasted, and projected for decades Any other option is illogical and unfair to the <u>VAST MAJORITY</u> of homeowners, residents and business owners in the affected communities - we have worked <u>HARD</u> to bring business to Prosper +, community groups and NPOS like Mane Gait, and planning neighborhoods. #keep 380 on 380</p>	<p>Comment noted.</p>
350	Eric Roberts	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

351	Eric Sweet	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
352	Erik Sullivan	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
353	Erik Tillisch	4/12/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Additionally, traffic routed off 75 will not traverse north additional mileage to go west/west through the McKinney corridor but continuing to use the existing route. If this was true, then the Collin County outer loop project should be the route then to be followed. This project has been planned and has the land allocated to it now and would not have the current planned disruption that a bypass of HWY 380 would cause</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

354	Erika Fanas	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
355	Erika Franz	4/4/2019	Email	I vote to preserve the facility and the surrounding area for the benefit of the participants and the animals.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Voting is not a part of TxDOT's process.</p>
356	Erika McWilliams	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Voting is not a part of TxDOT's process.</p>
357	Ernest Townsend	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
358	Ernest Townsend	4/9/2019	Email	We live near Stonebridge Drive and Hwy 380. I believe Red Option B is the best alternative but Red Option E would be an acceptable alternative. Both are cheaper and less disruptive to the businesses and residence along Hwy 380 than other plans presented.	<p>Comment noted.</p>

359	Evan Elkins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
360	Evan Price	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p> <p>Evan Price ██████████ ██████████</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
361	Eve Henry	4/4/2019	Email	<p>Please consider the families that will be impacted by this dreadful plan of diverting 380 through one of our most beloved mainstays, Mane Gait. This organization helps so many families</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

362	Fain Johnston	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
363	Ford Clark	4/8/2019	Email	<p>Mr. Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
364	Forrest & Shannon Raines	3/28/2019	Comment Form	<p>If we had known, three years ago, when we built our dream home, and finally settled into our unique by nature, McKinney that we would possible and most likely have to uproot ourselves, we would never have lived in McKinney. It took us twenty six years to be able to afford & move here from Maryland. I honestly do not know where we are going to go. We are at a loss. We will never find a home and neighborhood like Heatherwood. We did not choose to live near a bypass, Residents on 380, did! What a waste of money to build, destroy homes & family for a bypass that will be a short turn who is going to get off of 380 and take a bypass when what they are looking for & needing are the stores on 380! The stores will also suffer. Thank you</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
365	Frank & Mary Ann Loncar Jr.	4/4/2019	Email	<p>My wife and I are in support of the GREEN alignment between Coit road and FM 1827 for the expansion and congestion relief of HWY 380. We feel a bypass is not necessary and would effect, one of Prospers great non-profits, ManeGait Therapeutic Horseman. Our daughter volunteered for five years and her relationship with staff and the children with disabilities are memories she will cherish forever! She learned skills that are unteachable in a classroom. The GREEN alignment only makes sense in preserving a great non -profit and the beautiful "country living" where we reside. Thank you for your consideration!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

366	Frank & Shannon Etier	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
367	Fransis Sermino	4/10/2019	Email	<p>I currently live less than a mile from the proposed north 380 alignment. I do not agree with option A or E. I used to live West of 389 in Prosper and we decided to move east because traffic west of 380 was dangerous and extremely difficult to get around. We now live in Lakewood of Brookhollow in between Custer and Coit on 380. I use Custer regularly to go to the Sprouts located in McKinney. I go to Sprouts for all my groceries because I am on a restricted diet and they have a lot of the items I can eat in order to stay healthy. If the Custer alignment was to take effect I would no longer feel safe driving through Custer and I would have to find an alternate longer route making it a real inconvenience. I also travel through Custer to go to my Pilates studio in McKinney. If the alignment was to proceed I would likely no longer attend that studio. I'm sure a lot of the businesses south of McKinney would be impacted and loose Prosper customers who would no longer want to travel south across 380. I support green alignment on 380 and expansion on 380.</p>	<p>Comment noted.</p>
368	Fred & Ceidy Vogel	3/28/2019	Comment Form	<p>We are in favor of fixing 380. We are not sure how many would use a bypass. There are a lot of big trucks using 380 for deliveries to the new businesses popping up all along 380 from Custer to 75, along with all the patrons of the bussinesses. The City of McKinney has gotten ahead of themselves by issuing all the building permits to new business and homes without the roads to support them. The problem, we think, is all the stoplights thru downtown McKinney. Without the stoplights, there would be no problem.</p>	<p>Comment noted.</p>
369	Fred & Gail Riegle	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
370	Fred Costa	3/28/2019	Comment Form	<p>I am opposed to any red B alignment into prosper. I support a Green alignment of 380. No adjustment of any bypass into Prosper is acceptable. We must fix 380 on 380. The town of Prosper is oppose to Red B alignment or any bypass into Prosper. 62% of survey respondent to TXDOT survey support the Green Alignment, 3 to 1 over the nearest option 56.9% Business owners prefer the Green Align 2 to 1 over the Red Alignment. The Green Alignment makes sense economically, civicy, and morally. The Red Alignment are unacceptable in any form</p>	<p>Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p>
371	Gaby Smith	4/4/2019	Email	<p>We support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

372	Gail Bruno	4/8/2019	Email	I, Gail Bruno at [REDACTED], support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
373	Gail L. Parks	4/10/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
374	Gail Wong	3/28/2019	Comment Form	My family and I prefer Option B. Reasoning is 380 Freeway will wipe out businesses and provide only additional 2 lanes versus planned 4 lane street on University Option B provides North access to 75 and those living in Prosper already take DNT to go south to Dallas. From my house to 75 is 6 miles to DNT its also 6 miles. Option E is another good alternative but seems like a 2 lane option this not truly scalable. The outer loop could alleviate E/W traffic but that seems to be quite a distance and those using DNT can avoid 380 Westerly travel.	<p>Comment noted. Typical sections for the proposed alignments are available online at www.Drive380.com.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
375	Gail Wong	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
376	Ganapathy Murugan Rajamanickavasagam	4/5/2019	Email	Comment: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
377	Gary & Monica Sharapata	3/28/2019	Comment Form	No By pass! Widen current 380 Hwy.	Comment noted.
378	Gary Davis	3/28/2019	Comment Form	Please stop the endless parade of bypass options. Bypasses disrupt communities and destroy properties that homeowners have worked their whole lives to own. Solve McKinney's 380 problems on 380 . It's been no secret that property owners along 380, especially commercial, located there in anticipation of future business opportunities. After all, it's been a US Hwy for decades. Employ some best engineering practices to lessen the impact and Keep 380 on 380 , not in our neighborhoods.	Comment noted.

379	Gary Galarza	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
380	Gayle Cruse	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

381	Gayle Mize	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
382	George Bouhasin	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

383	George Bradford	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
384	Georgette Guernsey	3/28/2019	Comment Form	<p>Red option E makes even less sense than Red option B. First off there has been no study to determine if either option will relieve the congestion on 380. Secondly, Red option E will destroy existing businesses ie Lowes at the corner of Custer & Highway 380. If you changed 380 to a limited access highway in its current location. Prosper tax revenues would be protected.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
385	Georgina Swinfen	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I travel 380, Coit Road and know all these areas possibly affected, very well. I also ride in many of the red aligned proposals East and West and believe it is vitally important to preserve as much of this beautiful countryside as possible. People will always drive along 380 and so expanding 380 along 380 makes more sense for the flow of traffic and the environmental impact. If TxDOT can hold these in high priority instead of the money from businesses.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
386	Gerald Gantzer	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

387	Gerald Perryman	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
388	Gerry & Bernice Rohlich	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
389	Ginger McClendon	4/4/2019	Email	<p>Comment: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
390	Ginger Murchinson	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
391	Gloria & John Patxot	4/4/2019	Email	<p>Comment: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

392	Glyn Weston	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
393	Gordon Hesdorffer	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
394	Gordon Seiffert	3/28/2019	Comment Form	Widen existing 380 with Frontage Rds	Comment noted.

395	Grace Wolf	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
396	Greg France	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

397	Greg Gordan	4/10/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
398	Greg Musho	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

399	Greg Steglich	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
400	Gregory Horne	4/8/2019	Email	<p>COMMENT : Though not a resident of McKinney, I do volunteer at ManeGait every week. My concern is for the safety of the horses and riders of the facility. The added traffic and noise near to the facility adds risk to the equestrian activities that take place there. In addition, the red alignment may even displace a beloved facility that serves many. As such, I support the green alignment that is most cost effective and less disruptive to most citizens/organizations of the area. Thank you.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. From County line to County line, the green alignment is estimated to impact more businesses and displace more homes and businesses than the red alignment.</p>
401	Gregory Jump	4/11/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

402	Gretchen Benner	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
403	Gretchen Clark	4/8/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

404	Gunnar Heinisch	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
405	Gustav Pletz	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
406	Guyen Seoy-Huggins	3/28/2019	Comment Form	<p>I do not support 380 bypass, the noise, the length of time to build, if it is build it will be so close to my house. The highway noise would drive me crazy. If Prosper has voted against it why cant McKinney. It just doesn't make much sense to me at this moment. Please consider not building. Every option would effect where I live. Any option is bad for my family.</p>	<p>Comment noted. A bypass alignment would likely take less time to construct than an alignment along the existing.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p>
407	Gwen Ray	3/28/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
408	Hannah King	3/28/2019	Comment Form	<p>380 needs to be fixed on 380 there shouldn't even be other options. Building a bypass will affect elementary schools, houses Mane Gait, etc. Being someone that works at a preschool and volunteers working people that have special needs I have disagree with the options. Thanks for taking time to read this and I hope you put the kids and special needs community into consideration.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

409	Hannah Wolf	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
410	Harold Covin	4/9/2019	Email	I support alignment N- Green an am opposed to alignments A and B -- Red. Please accept this.	Comment noted.
411	Harpreet Judge	3/28/2019	Comment Form	<p>I Harpreet Judge reside on [REDACTED] which is the first street, which would be merely 30-50 feet from the proposed freeway. And this proposed freeway would be huge impact on our daily livings considering the noise right from beginning of construction to the probability of when its up and running, is going to be a great nuisance not for just auditory point of view but also for safety of those home which are just 20' from the freeway. When we purchased the house, we took all of those aspects in consideration is now at this stage we can certainly not have this highway build top on all of us, we urge you to consider 380 as a better option and let us all reside in peace.</p>	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to enhance safety. Any future improvements would include assessment of the potential impact on the human and natural environments.
412	Harvey Graham	3/29/2019	Comment Form	<p>Red option B is the best option. 192m for red option B and 253 m for red option E is not being financially responsible to us tax payers. Mane Gait which is nothing more then 10 horses and some pasture can de easily relocated. Prosper needs the freeway as much as anyone. Going behind Lowes in some open fields will have minimum impact on them Prosper's letter writing campaign to save Mane Gait is nothing but a ploy to keep the by pass out of their city. The red B option is the best long term solution for the future.</p>	Comment noted.
413	Heard Museum	4/15/2019	Email	<p>I would like to state our concerns about the option B of the Spur 399 alignment. Option B will impact the Heard Museum wildlife sanctuary. If there is a need for a new bypass, we recommend the use of the option A to minimize the impact on our sanctuary. I would be more than glad to visit with you on this subject matter.</p>	Comment noted. None of the proposed alignments would require land acquisition from the Heard Museum or its Wildlife Sanctuary. Any future improvements would include assessment of the potential impact on the human and natural environments.
414	Heather Ferguson	3/28/2019	Comment Form	I oppose any 380 bypass – fix 380 on 380	Comment noted.
415	Heather Powell	4/5/2019	Email	<p>I support the GREEN alignment thru Prosper (Coit to FM 1827) on 380 for the expansion of US HWY 380. This path is the most efficient and less impacting to the people of Prosper and McKinney. The bypass is not necessary and will take away the beauty and uniqueness of these 2 cities. Furthermore, the GREEN alignment preserves and maintains full operations for the loved organization ManeGait Therapeutic Horsemanship. The alignments RED E and B will cause the organization to relocate its services and cause the organization to become displaced. This will cause issues for so many people who depend on ManeGait for their therapeutic support and wellness. Do not make Prosper and MainGait take on the burden of McKinney's mistakes and poor planning.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
416	Heather Robinson	4/5/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
417	Heather Upchurch	4/4/2019	Email	<p>Comment: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

418	Hector Cardona	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
419	Herbert Bennett	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

420	Hillary Shiels	4/11/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
421	Holly Dee	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
422	Hulon T Webb Jr.	3/28/2019	Comment Form	<p>1)Keep US 380 on current alignment of US 380 as depicted on the Town of Prosper Thoroughfare Plan. 2)Red option B and Red Option E have significant impact to existing developments as well as planned developments. An option east of Custer Road allows those developments to remain without compromising the future expansion plans for FM2478 (Custer Road, north of US 380 3)Since the City of McKinney does not want US 380 to be a LAR, then any bypass should remain within corporate limits of the City of McKinney. 4)The City of McKinney produced multiple alignments east of Custer that were not evaluated. Red option F is similar to one. 5)Red option B and E do not show all the traveling public connections from US 380 like option A. (photo of a map follows comments)</p>	<p>Comment noted. This Feasibility Study has not produced a Red Option F. It has evaluated the alignments presented by the City of McKinney but eliminated them from consideration because of their lack of viability.</p>
423	Ian Dickson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
424	Isia Contreras	3/28/2019	Comment Form	<p>Don't ruin Dickys my high school or peoples homes. It would make my life miserable. - Isla Thanks</p>	<p>Comment noted. None of the proposed alignments would displace any schools.</p>

425	Ivan Chamonno	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
426	Jack Noteware	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

427	Jack Prevo	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
428	Jacquie Laskiewicz	4/5/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. COMMENT: I have participated as a volunteer with ManeGait since 2008. I have seen firsthand the wonderful work that goes on at ManeGait. It is nothing short of a miracle that takes place between our special needs riders and the gentle horses they work with. Please keep this vital program going and not eliminated by a highway!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
429	Jagger Holm	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
430	Jaime Boyd-Johnson	4/5/2019	Email	<p>Good morning, I am writing to support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

431	Jakki Diaz	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
432	James & Teresa Garry	4/8/2019	Email	<p>Dear Stephen, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services and hurt the children and veterans that have come to look upon ManeGait as their sanctuary.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
433	James A. and Margorie J. Grounds	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

434	James Collins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
435	James Davis	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
436	James Dougherty	4/4/2019	Email	<p>I am a resident of Whitley Place, which is located at the Northwest corner of Custer Road and 1st Street in Prosper, TX. My wife and I have been engaged with local organizations regarding the 380 expansion project, have attended the informative and very well executed TXDOT presentations, and have attended and presented at McKinney and Prosper City/Town Council meetings. Because of the significant negative impact the 380 Red Alignment Options B and E would have on our quality of life, we respectfully request that TXDOT select the Green Alignment between Coit Road and FM 1827 to keep 380 on 380. The Green Alignment is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. We believe the Red Bypass Alignments are inefficient, would not provide the necessary reduction in traffic to support Collin County's expected growth, would disrupt many communities that enjoy a rural environment, and destroy much of that environment itself. Additionally, I am a volunteer at ManeGait Therapeutic Horsemanship. Several days a week, I see firsthand the profound benefits that ManeGait's programs provide to Special Need, Veteran, and First Responder members of the surrounding communities. Working with the ManeGait staff, volunteers, riders and their families, and horses, provides me with an opportunity to serve others in the community and is great therapy for me after careers in the US Army and the Aerospace industry. As a disabled veteran, I participate in ManeGait's Veterans and First Responders riding and brain therapy programs. These programs have improved my core strength, balance, coordination, and memory, and have helped me control my stress and anxiety, significantly improving my quality of life. Both Red Alignments B and E would have direct negative impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Many thanks to you and the TXDOT teams who have displayed exceptional openness, transparency, and professionalism during the 380 expansion selection process.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p>

437	James Peterson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
438	James Rice	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
439	James Seitz	4/11/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

440	James Webb	3/28/2019	Email	As it relates to the re-routing of US Highway 380 and it's impact on surrounding properties and organization, I support the GREEN alignment between Coit Rd and FM 1827. This is the optimal and most efficient path for east-west traffic. While I live in Frisco, my three children all reside in McKinney in property purchased by our family and would be impacted in various ways by both Red Alignment E and B. Of significant importance is the impact on ManeGait Therapeutic. I have seen, first hand, the impact this organization has on the clients they serve. To choose a route for 380 that would directly impact this fine organization and lead to the destruction of this exceptional property and displacement, and potential ending, of the vital community service boarders on criminal. Please do not allow this to happen and hurt the children and veterans that are serviced by this great organization.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
441	James Wolf	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
442	James Woods	4/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. We have personal connections with ManeGait. Having grown up with Priscilla Lewis Darling, co -founder, we also have volunteered with our therapy miniatures for many years at events. ManeGait now is home to two of our miniature horses and this possible move would affect them as all the horses to readjust to different surroundings, which in turn would affect how the horses react with the many people with disabilities that attend and depend on the interaction with the horses. Please do not choose a way that would displace ManeGait or put them in harms way. This facility has been and continues to be a vital asset to McKinney and surrounding areas.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
443	James Yancey	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

444	Jamie Spence	4/3/2019	Email	<p>As a homeowner and citizen of Prosper, TX, I strongly OPPOSE either the Red Option-B or Red Option-E bypass alignment option. I strongly SUPPORT the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. I would also SUPPORT Red Option A but to a lesser extent. These options are the most beneficial to existing businesses and homes and the families living in neighborhoods adjacent to US 380. Prosper has limited area for retail and residential development and has planned accordingly. This new alignment being pushed by McKinney could have been avoided by their own planning, and instead, they would like to make this a problem for Prosper. Options B or E would negatively impact the city by reducing sales and property taxes for Prosper. False allegations by supporters in McKinney for Options B and E: These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. — not true and ridiculous— clearly none of the options would displace businesses at 75 and 380. I think they are hoping you won't actually read and think about what they are stating. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. The Green Alignment and Red Option-A will depress home values in that area. -Pure conjecture. It does not seem to have harmed Highland and University Park home values to have the Dallas North Tollway going through it, or Plano home values to have George Bush Freeway going through it, or Frisco and The Colony to have 121. Where are they getting this? Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge -Road. Unsightly? We've seen it already? Or is this person psychic? I hope you will recognize the manipulations of a small but motivated group of entitled McKinney homeowners who simply don't want the inconvenience of having an exchange near them or to deal with the hassle of widening 380. There is no problem with widening 380. I myself live right off of 380. The exchange at 121 and 75 in McKinney was nicely done, all of the roads we've seen TXDOT update and build in the last ten years have been handled well. I think they are underestimating your ability to handle our growing traffic. I support widening 380 or Bypass Option A. Thank you.</p>	<p>Comment noted. Many businesses would be displaced at the existing US 380 and US 75 intersection should the green alignment be constructed. Maps are available at Drive380.com.</p>
445	Jan Clare	4/8/2019	Email	<p>I can't really even remember how many times I have sent comments to you guys. This nightmare has been ongoing for over two years now. At your first reveal meeting you said that Walnut Grove would not be touched because you rarely ever destroy existing neighborhoods. Now with the Red Bypass option E, 17 of my 80 neighbors have gotten impact letters and many of those will lose their homes. I am curious as to what changed in a few short months. I am also curious as to what will happen if Prosper continues to say NO to a Bypass. Clearly they will because they've already said NO with formal resolutions three separate times. Is this a new plan by Mayor Fuller to destroy Walnut Grove along with Prosper commercial properties regardless of the wishes of ETJ residents, a wonderful non -profit organization and a smaller developing town? If so, that plan goes against everything he campaigned for in the spring of 2017!</p> <p>I know that Stonebridge and Tucker Hill are against widening Highway 380. That does not, however, mean that every single resident in those two neighborhoods are against fixing 380. In Stonebridge, a small group of individuals is speaking for the entire neighborhood. In Tucker Hill, a few residents, a commercial developer who also happens to be a felon who served three years in prison, and a former County Judge are speaking for all of Tucker Hill. Stonebridge and Tucker Hill are sending the same prescribed comments designed by a handful of individuals. By contrast, my neighborhood, Walnut Grove, has been here almost 50 years and we are truly a neighborhood. We have custom homes on acreage and we are a cohesive community that genuinely cares about each other. We do not want our beautiful neighborhood destroyed, especially the 150-year-old trees and all the wildlife that we enjoy on a daily basis. Please do not let a handful of individuals change the entire Northwest sector of McKinney and destroy Walnut Grove, the most unique by nature neighborhood in all of McKinney along with MainGate Therapeutic Horsemanship!</p> <p>Businesses can relocate and with the 6 to 8 year timeframe they have before construction starts, they will be able to make alternative plans if necessary. However, homeowners will see their homesteads plummet in value if a bypass becomes a reality. Walnut Grove, in particular, will be especially hard hit because we will be surrounded by Highway 380, a widened Custer Road, and a bypass. Please use some logic and fix 380 on 380 because it will have to be done eventually anyway. Any bypass option is an atrocity which ruins the entire northwest sector of McKinney. Please consider the people whose lives you will be changing forever as well as the wildlife and ecosystems that you will be destroying.</p> <p>MainGate Therapeutic Horsemanship is just a half mile down the hill from my home in Walnut Grove. It is a twelve year old non-profit organization dedicated to serving hundreds of special needs individuals with disabilities as well as Veterans, their families, Active Duty military, and First Responders. Both the Red Bypass and the Bypass Option E would force the closing of this wonderful facility and leave a huge gap in services for the special needs community. Stonebridge and Tucker Hill have basically nothing to lose. Stonebridge makes the argument that people will cut through their neighborhood to avoid Highway 380. Guess what? People have been doing that for years! And by the way, Stonebridge doesn't own those public roads. I believe that Stonebridge will lose a sign and Tucker Hill might lose a few parking spots up front in their commercial area. Please do not bow to a few and destroy our way of life and the natural beauty of Northwest McKinney. <u>FIX Highway 380 on 380!</u></p>	<p>Comment noted. Residents of Walnut Grove received letters because they were within 1,000 feet of the Red E alignment. This does not indicate that their property will be impacted or displaced.</p> <p>Red E was introduced as an option because TXDOT was trying to provide options to proposed alignments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TXDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
446	Jan Mzzolini	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TXDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TXDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TXDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

447	Jana Horowitz	4/8/2019	Email	I support the Green Alignment between Coit Rd and FM 1827 for the expansion of HWY US 380. It is the most efficient path for east-west traffic and US 380 will need to be fixed in time anyway. The majority of TX Dot's previous survey results prefer fixing 380 on 380 as well. I would sincerely hope TX Dot would care about the majority of TX Dot's survey recipients opinions. A bypass is completely unnecessary and would destroy many people's homes, property values and a serene way of life considering we actively chose homes away from a highway. Please do not cave to McKinney's mounting political pressure and corruption in building the bypass into Prosper. McKinney's poor planning should not be allowed to punish Prosper as a result. Please do not allow McKinney to continue to bully this into the small town of Prosper.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
448	Jana Tinsley	4/11/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
449	Janell Best	4/5/2019	Email	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
450	Janelle Freeman	3/28/2019	Comment Form	First Choice: Red B - It connects with existing 380 West of Custer. It affects fewest existing residences and businesses and costs least. Second Choice: Red E- It connects with existing 380 West of Custer. It costs less than other alternatives.	Comment noted.
451	Janet Anders	4/1/2019	Email	Option E would cut off all of the roads into/out of Walnut Grove on the west. So, will the Option E be elevated all the way from Custer to the north of WG or are would we lose all 3 roads?	Comment noted. Any future improvements would include access to existing properties that would be cut off any the alignment. Drawings of the typical sections being considered are available in the MAPO boards posted on Drive380.com. <u>The thought would be to have the freeway depressed when parallel to Custer Road with existing access to Custer to remain the same.</u>
452	Janette Forth	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>

453	Janise Ambrose	3/28/2019	Email	As a resident of McKinney I want to express my support for the Green alignment between Coit Road and FM 1827 for the expansion of US HWY 380. Expanding the current footprint seems to be the most optimal and efficient path for east west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would cause unnecessary reduction of the natural green space areas established within the paths of the other alternatives. I was happy to move to McKinney and value the dedicated spaces and feel the other proposed Red Alignments will devalue the area. I left California and had a 45 mile each way commute to work. My move to Texas with Toyota and finding a home in McKinney has been a life changer. I chose to give back to the community by volunteering my newly found time. This past year I was blessed to have been able to volunteer over 200 hours at ManeGait Therapeutic Horsemanship. This nonprofit organization provides an amazing service and when I found out some of the alignment proposals would have a direct affect on their being able to continue their quest I was very disappointed. The Green alignment is the ONLY choice going forward. It not only preserves the beauty of our community but will prevent the destruction of this exceptional organization and their service. I implore you to realize all of the negative impacts any other choice would have on our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
454	Jasmine Bridge	4/1/2019	Email	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
455	Jasmine Hook	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
456	Jason Brown	3/30/2019	Email	I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TXDOT should do bypass option A that originates in McKinney. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion. I hope TXDOT does not bow to special interests again and honors the VAST MAJORITY of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East-West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, connecting First Street to Wilmeth Road to 75, expanding FM 1461 to 75, and completing the Outer Loop.	<p>Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
457	Jason Bureson	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

458	Jason Gladden	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
459	Jason Gregg	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
460	Jason Hoofnagle	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. In addition, Red Alignment E and B would run directly in front of a proposed Prosper High School, located on Prosper Trail, east of Custer and serving both McKinney and Prosper students. It is my understanding the land has already been purchased for this school and plans are moving forward for the construction of this high school. Putting a bypass on the same road as this high school would create a tremendous safety issue for students, parents and the drivers on the bypass.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

461	Jason McDonnell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
462	Jason Minton	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
463	Jason Towers	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

464	Jatinder Judge	3/28/2019	Comment Form	<p>I Jatinder Judge, a resident of [REDACTED]. The proposed highway will run directly behind the Gove Cove Dr which would be approx.. 50 feet from my house. I have spent my hard earned money to buy this house (which is my first house) to raise my 3 little kids which I don't feel will be safe living a cross a big highway. Property prices will take a hit, schools will be directly impacted be cause of proposed alignment. I would request to consider some other viable option which would not impact families. (such as expand 380 on 380 itself).</p>	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to enhance safety.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
465	Jay Ashmore	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT ONLY the Red Option-B bypass alignment option. It is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. It is also one of the least expensive options.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.</p> <p>I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area and cause marked disruption and pose noise and pollution risk to nearby homeowners.</p> <p>OF SIGNIFICANT CONCERN is the unscrupulous and publicly documented tactics used by certain individuals and an organization to attempt to preserve the non-profit (i.e., no tax revenue) ManeGait facility, which ostensibly has influenced TXDOT decisions. Relocating a small non-profit including horses, barns, and administrative buildings to another equally beautiful location in Collin county where the important people they serve can simply go pales in comparison to destroying Lowes, other tax generating business, and actual peoples homes (Red option E), and the negative and costly consequences of the Green alignment and Red option A as outlined above.</p> <p>Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p> <p>Jay Ashmore [REDACTED] [REDACTED] [REDACTED]</p>	<p>None of the proposed alignments would displace any schools. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
466	Jayme Schinalwied	3/28/2019	Comment Form	<p>Keep 380 on 380! Austin TX has a double decker that works great. Should be less expensive. The real issue on 380 that needs serious help is on the west side of the tollway</p>	<p>Comment noted. Double decked freeway sections will not be further considered for the corridor, because double-decking would not significantly reduce the amount of right of way needed to construct the roadway, and it would be more expensive. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com. TxDOT is being asked by Cities to remove elevated freeways in several locations across the state.</p>
467	JC Diaz	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
468	Jean Denillees	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

469	Jean Donley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
470	Jeanette Coy	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
471	Jeanna Miller	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
472	Jeanne O'Neill	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

473	Jeannie Holm	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
474	Jeff Davis	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
475	Jeff Groce	3/28/2019	Comment Form	<p>Red alignment option B continues to make the most sense from a cost as well as minimizing displacements standpoints. No option is perfect but when you remove the emotions alignment B makes the most sense. Using the existing 380 corridor would be a disaster and should be a non-starter. Thank you</p>	<p>Comment noted.</p>
476	Jeff Halsey	3/28/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services. I am also an avid mountain biker, and am concerned that the red paths would ultimately degrade what little greenspace we have left at Erwin Park.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
477	Jeff Kennedy	3/29/2019	Comment Form	<p>I moved back to TX from Colorado just over 1.5 years ago into Whitley Place. We intentionally selected out neighborhood knowing 3810 would need to be expanded to keep up with the rapid growth in Collin County. We DID NOT purchase where we did thinking/knowing 380 would be completely moved from it's current location. Do you think businesses and residents purchased close to 380 knowing it would need to be expanded? Of course they did! Keep 380 on 380 and stop trying to appease the few and so what the majority has already stated they want to happen, time and again.</p>	<p>Comment noted.</p>
478	Jeff Parsons	4/4/2019	Email	<p>My name is Jeff Parsons and my address is [REDACTED]. My daughter Quincy has ridden horses at MainGait for many years. The effects of the therapeutic riding have been tremendous for her. She communicates better, she has more confidence, and her core muscles have gotten stronger. Quincy, along with the other riders at MG, need their equine therapy. Please strongly consider routing the 380 expansion so that it doesn't put an end to this wonderful program. I invite you to come visit our riding session some Saturday at 4:00 to see what I'm talking about. My number is [REDACTED]. Thank you Mr. Endres. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

479	Jeff Wise	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
480	Jeffery & Penny Sallay	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
481	Jeffery Laing	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
482	Jeni Lpishie	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

483	Jenna Lenhard	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
484	Jenna Lord	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
485	Jennie May	4/9/2019	Email	As a homeowner in Stonebridge Ranch and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
486	Jennifer & Shafiq Hajee	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
487	Jennifer Cakir	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services. Our daughter has been a rider at Mane Gait for four years and the growth she has made is amazing. She would be devastated if she was not able to ride on Saturday afternoons.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

488	Jennifer Cheek	4/12/2019	Email	<p>US 380 MAPO Comment Form As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option- A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
489	Jennifer Claunch	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
490	Jennifer Crawford	3/28/2019	Comment Form	<p>I vote for Red Option A. Prosper is a small town with limited land and revenue resources. Both Red Option B & Option E damage the present and future financial stability of Prosper. Red Option B takes a large amount of land preventing future businesses or residential development & revenue. Red Option D steals a highly trafficed & profitable business corner of Custer Rd & 380. McKinney owns 3 of the intersection corners. Proper owns and developed their only 1 North West corner. Loss of the Lowes, Firestone, Sherman Williams, Taco Bueno, would severely inconvenience me as Prosper resident and would devastate the present and future financial stability of Prosper. It has the optics that McKinney is willing to sacrifice it's smaller neighbor's future. Red Option A please.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted.</p>
491	Jennifer Haeg	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

492	Jennifer Hemingway	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
493	Jennifer Hull	4/12/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
494	Jennifer Lazer	4/5/2019	Email	<p>Our son has been taking riding lessons at ManeGait since we moved here 9 years ago. The staff, services and location have meant so much to his development and growth. In order that ManeGait continues to be a beacon of light for families like ours, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
495	Jennifer Mason	3/28/2019	Comment Form	<p>Please keep 380 on 380. Both alignments E and B take precious Commercial Revenue opportunity away from Prosper and their residents to lower the tax burden. We have so little land along 380, since the town of Prosper planned for expansion on 380 it wouldn't be fair to reduce our ability for commercial tax revenue on the small stretch of 380 that runs through Prosper.</p>	<p>Comment noted.</p>
496	Jennifer Patrick	4/5/2019	Letter	<p>I oppose Red alignments A, B, and E. I support the Green Alignment as it pertains to the city of McKinney. The shortest way from point A to point B is a straight line. The green alignment is just that. Alignments A, B, and E route traffic up to 2 miles north of highway 380. This does not make sense considering much of the traffic is either traveling east or west from town to town with the intention of traveling southward at some point; either Highway 75, DNT or I35 - all are major thoroughfares to the larger cities - Dallas and Ft. Worth. People will go north to go south. A good example of this is loop 288 in Denton. 380 through Denton is a nightmare yet loop 288 is a ghost town and I believe its distance from 380 is even less than the bypass you are proposing. The word "highway" is defined by Google Dictionary as: A main road, especially one connecting major towns or cities, Another term for "expressway". US Highway 380 in Collin County is exactly that. It directly connects county seats from Greenville to Mckinney to Denton, and so on. Business owners and Developers who chose to build on Highway 380 knew they were building on a highway. Business chose such a location due to exposure to high traffic volume. Home values along Highway 380 are adjusted to account for their close proximity to a highway. Creating a bypass to appease homeowners is not the answer. Those homeowners knew they were building off a highway and made the educated choice to do so. Homes in the path of the prosed bypass made a conscientious and educated decision NOT to build on a highway based on the City of McKinney's public city plans and a Mayor whose campaign was against a bypass. Your maps are outdated. There are many new neighborhoods now in the path of the prosed bypass. The city simply waited too long to address this. Anything other than fixing 380 on 380 wrong. Thank you.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

497	Jennifer Sedwick	4/4/2019	Email	<p>My neighborhood is Heatherwood and it backs up to Bloomdale road, the sight of the proposed Red Alignment. I attended the presentation on 3/28/19. I was able to ask questions and see the new options on alignments. Please let me first state that my support is for the GREEN option of keeping 380 in its current footprint. As I learned on March 28, regardless of the option chosen (a, b or e) the decision to build the Red Alignment will run along Bloomdale road. The impact to my neighborhood and surrounding neighborhoods will be devastating. There are 50 homes just in my neighborhood who's backyard will be less than 50' from the proposed path. For the specific alignment options, A, B or E, all of those have a devastating impact. The most devastating impact will be to Mane Gait Therapeutic Non profit. This non profit serves a great need in our community and statewide. There are VERY few places like Mane Gait in the entire State of Texas. Options B and E specifically would destroy their ability to perform their services and force them to shut their doors. Additionally, a bypass option is unnecessary as it falls far below the minimal optimal spacing between highways, with some points being approximately 1 mile from the current footprint of 380. Expending funds to overhaul 380 in its current footprint is the most fiscally responsible use of funds. Bypass or no bypass, 380 will need to be fixed. Why not fix it and fix it right? In summary, please accept this as support for the GREEN alignment of keeping 380 on 380.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
498	Jennifer Steele	4/12/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
499	Jenny Ahlemeyer	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
500	Jeremy Vest	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

501	Jerome Lipsich	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
502	Jerry & Rita collum	3/28/2019	Comment Form	<p>From: JERRY AND RITA COLLUM PLEASE FIND ATTACHED OVR COMMENTS REGARDING 380 BYPASS AS REQUESTED. I WILL MAIL THIS AND ALSO ATTEMPT TO SEND TO YOU BY EMAIL.</p>	<p>Comment noted.</p>

503	Jerry & Rita Collum	3/28/2019	Letter	<p>Walnut Grove is a completely built out community of single family residential homes featuring an established rural family residential ambiance. Walnut Grove is a community of middle class families living the all American dream of having a place of raising their families in a healthy, wholesome and safe environmental culture. People here have for many years worked diligently together to maintain such a community culture. Until now this has been a highly successful endeavor. Now our life's effort, our dreams, are being seriously threatened by political forces reaching beyond our ability to control or yet it seems, beyond our ability to influence. Comments here are seeking to reach the conscience and good will of those who will ultimately make the 380 Bypass routing decisions. This is a plea that our political and governmental representatives consider the positions of those directly and substantially affected most, be held more favorable to those represented by the more powerful political forces at play here, that appear to be representing remote considerations. Particularly, the residents of Walnut Grove will be deeply affected both financially and emotionally by uprooting their homes, their community culture, their deep rooted personal dreams, and for many, years of hard work promoting and maintaining a unique life style. Whereas, outsiders such as the MainGate promoters who do not live in this community will not have their lives, their homes and their endeared dreams uprooted nor will they be affected and any way, other than possibly moving their activities to another horse pasture. To the political involved: Put yourself, your family, your personal effort to build a home, a community, a wholesome and safe life for your family (as they may apply) in our position. Show us you seriously care. Truly be the peoples representative. Stand up, be counted. On a personal basis, Rita and I have already been seriously impacted by the Bypass project. We have actually been trying to sell our property and home for nearly two years. As soon as potential buyers learn of the uncertainty of how the Bypass will impact property values they disappear. We have reduced the sales price by more than \$100K, based on assessments of local property sales (i.e. prior to Bypass speculations), and buyers just walk away. The same loss of property value is surely impacting all of our neighbors. In our case, investment in this property represents a substantial amount of our retirement. I suspect this the case for many others. To the tax payers of Prosper: wake up, if the Bypass cuts across the corner of empty pastures within your city limits, it will bring improved property values, it will bring merchants that will be helping pay much of your taxes. And it will no be uprooting family homes and destroying wholesome communities and new established businesses. To the City Council of Prosper: Your argument for trying to prevent the Bypass from cutting through corn fields and pastures in favor of uprooting family homes and newly established businesses at additional costs of hundreds of millions of tax payer dollars defies logic and is frankly embarrassing. To Texas State Government, city and county councils and planners, and the people of all cities and communities north of and around Hwy 380: Clearly the reason we all find ourselves with this devastating highway traffic overload is that we are caught unprepared in handling the massive regional growth in this area. And unless we get mobilized behind building the proposed "North Texas Outer Loop" history will repeat. The Outer Loop project must get going now before the area is populated with homes, communities and businesses that will need to be similarly uprooted. As we all hear, north Texas is touted as one of the fastest growing region in the country. This is Boom Town country and our state and local planners have not kept up with infrastructure demands. To the Texas State Government officials and planners: This is clearly in need of leadership. Hello Governor Abbot, look north, you are badly needed here. Particularly, the cross country eighteen wheelers and ground traffic needs routes around the fast growing cities of north Texas. We must get mobilized behind this fast growing problem. A couple notes of recognition: First, in reverence to the very good of work of ManeGait supporters, and not to derogate your efforts; your facilities can easily be relocated, and with little planning and cost could be significantly improved. The affected property will be paid for by 'purchase of right of way'. To restate the previously presented fact, 'you don't live here,' your homes and families will not be affected no matter what is decided. On balance with the impact to families resident in Walnut Grove, there is no comparison. Have a heart. Be fair. Back down with your objections. Second, to the efforts of TxDOT engineers, planners and others who have developed the comprehensive 'impact study': We commend your effort and good work comparing the hit on families and businesses and tax payers for various proposed bypass routes. Each of us have our own biases and desires which present numerous difficulties, but the impact study puts clarity, fairness and logic in the decision making process. On examination it clearly reveals that the proposed Route B will by far have the least impact on all. The logic presented by the study is clear and overwhelmingly compelling. So if logic prevails in the final route selection, Route B will be selected; otherwise, the selection will be based on purely political overberance; and we all know how unjust that becomes. Therefore, among the proposed Routes A, B or E, our vote is for Route B. More credibly, some serious consideration is hereby proposed to route 380 Bypass north of and parallel to Hwy 380 through unpopulated pastures and corn fields, with multiple interconnections, all the way to Hwy 35 north of Denton.</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
504	Jerry D Brown	3/28/2019	Comment Form	<p>I am opposed to this proposed project! The roads passing through Walnut Grove will <u>eliminate</u> retirement homes! "Widen 380" You <u>cannot make</u> someone go from point A to point B I have lived in Walnut Grove 34 yrs - some longer than me. ? If the wish is to lighten traffic on 380 - why Cosco? ?Kroger, the move and lots of other new business?</p>	<p>Comment noted.</p>
505	Jerry Harris	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
506	Jerry Harris	3/28/2019	Comment Form	<p>Red option B is the most viable & Less expensive</p>	<p>Comment noted.</p>
507	Jerry R Long	3/28/2019	Comment Form	<p>380 on 380</p>	<p>Comment noted.</p>

508	Jerry Sweet	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
509	Jerry Walth	4/2/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
510	Jerry Williamson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

511	Jerry Williamson	4/4/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.</p> <p>Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
512	Jesse Gray	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
513	Jessica Branch	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a</p>
514	Jessica Cofman	4/4/2019	Email	<p>I support the green alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. Green alignment also preserves one of Collin County's most prominent non profit organizations. ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait leading to destruction of this exceptional property and</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

515	Jessica Savary	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
516	Jesus Betancourt	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
517	Jill Ables	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
518	Jill Kopinsky	3/28/2019	Comment Form	<p>Yes to either Red B works. Red E is very nice and might please many also Red E utilizes custer which needs to be widened. Its so narrow& dangerous in its current state! I tell my kids to stay off it. I like Red E the best. No to Red A 380 widen.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted.</p>

519	Jill Nugent	3/28/2019	Comment Form	Fix 380 on 380. <u>NO Bypass</u> through Prosper. <u>NO Bypass</u> through Walnut Grove. Fix 380 on 380. The earlier taxpayer feasibility studies confirmed that a 380 LAR is what is best for businesses, and Frisco, Prosper, and McKinney have all had 380 in its current footprint in all planning. As a Prosper resident, I stand with the Town of Prosper Council and Prosper ISD against any route going through Prosper. I am opposed to any route that impacts the Walnut Grove neighborhood. McKinney is roughly ~63 sq mi in land area – Prosper is roughly ~ 23 sq mi in land area – McKinney is 3 times the land area size than Prosper and should not be passing on their lack of planning the Town of Prosper. Fix 380 on 380	Comment noted.
520	Jill Thompson	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
521	Jill Workman	4/5/2019	Email	I am writing you in hopes of expressing my support in the GREEN ALIGNMENT for the HWY 380 Expansion. For a number of reasons, the GREEN ALIGNMENT is the most optimal proposal for this highway running through the beautiful cities of McKinney and Prosper. We do not need another new and major highway/bypass leaving it's mark on these beautiful communities. As a homeowner in Heatherwood living community, I support the GREEN ALIGNMENT as I do not want to see a major highway just hundreds of feet from where my children play each and every day. The GREEN ALIGNMENT also preserves one of Collin County's most notable nonprofit organizations, ManeGait Therapeutic Horsemanship. This incredible facility provides community services to the people - men, women and children - in not only McKinney and Prosper, but the entire surrounding area. We need ManeGait to keep its doors open for the good for this amazing community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
522	Jim & Pat Norton	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
523	Jim & Pat Norton	4/8/2019	Email	Please see our comments in the attachment above. We are in favor of Red Option B or Red Option E. We oppose widening 380 and a bypass that would bring an interchange between Stonebridge and Ridge Road as these are residential areas. Thank you, Jim and Pat Norton	Comment noted.
524	Jim Cruse	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
525	Jim Fossier	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

526	Jim Kiser	4/4/2019	Email	<p>I support the Green alignment for the expansion of US Route 380. It is the optimal and most efficient path for east-west traffic through the cities of Princeton, McKinney and Prosper. In that regard, I am not in favor of either Green spur A or B as a connector of 121 with 380. Instead, I would favor using the existing routing onto 75 and then providing an improved connector between 75 and 380 to provide this connection.</p> <p>West of 75, I continue to favor the Green alignment. The Red Loop Alignment would scar the beauty of our community and threaten the ability of ManeGait Therapeutic Horsemanship, a prominent Collin County non profit organization, from providing their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
527	Jim Kohl	4/4/2019	Email	<p>1. support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p> <p>2. Leave private property alone and do not move off of the 380 corridor. Double deck that road and move on down the road. Please do not consider ANY bypass!</p>	<p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Double decked freeway sections will not be further considered for most of the corridor, because double-decking would not significantly reduce the amount of right of way needed to construct the roadway, and it increases cost. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>Cities throughout Texas are asking TxDOT to remove elevated freeways.</p>
528	Jim Sheppard	4/15/019	Email	<p>I support the green alignment between Coit Road and Fm 1827 for the expansion of US HWY 380. It is optimal and most efficient path for eat- west traffic through the cities of Mckinney and Prosper . A bypass is unnecessary and would scar the beauty of our community . Green alignment also preserves one of Collin County's most prominent non profit organizations. ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait leading to destruction of this exceptional property and</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
529	Jim Smith	3/28/2019	Comment Form	<p>Red Option B Seems to be the most logical choice with minimal impact upon Residential & commercial. Decisions should be made that would best benefit the community @ large and not 1 vocal group over the other.</p>	<p>Comment noted.</p>
530	Jim Welch	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The</p>
531	Jimmy & Carla Walker	4/12/2019	Email	<p>I know that you have been inundated with calls, emails and letters regarding US 380 improvement which should show you how important your (and TxDOT) decisions impact the citizens of Collin County. Whatever happens could majorly impact the lives and livelihoods of many people. With that in mind, I would like to go on record that we support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. A 380 alignment along its current route is the most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and will NOT alleviate the traffic on 380 in McKinney. There is already a Collin County Loop in the works no more than 5 miles north of the proposed 380 bypass. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
532	Jimmy & Carla Walker	3/28/2019	Comment Form	<p>The only acceptable option to/for us is Red option A. This is the only option that honors the City of Prosper's position <u>NOT</u> to allow the Hwy 380 by-pass to go through <u>any</u> portion of the City of Prosper. It appears to us Red Option A will have the least impact to the businesses and residents on and along Custer north of Hwy 380. This by-pass will negatively stunt the commercial & residential development of this area. In addition any other option than option Red A will lower property values on & along Custer are north of Hwy 380. My opinion now and in the future is keep Hwy 380 on Hwy 380</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
533	Jimmy Estes	4/1/2019	Email	<p>I have lived in Stonebridge Ranch in McKinney for nearly 20 years. I believe that reworking of US 380 needs to be done via the Green Option. I do not believe in choosing neighborhoods. People who purchased homes near 380 should have recognized the potential for expansion. Again improvements to US 380 need to be aligned with the current highway.</p>	<p>Comment noted.</p>
534	Jimmy Le	4/8/2019	Email	<p>I am a homeowner in McKinney and I strongly SUPPORT Red Option B as well as Red Option E. These options cause the least disruption and destruction of current homes and businesses as well as have the least cost of all the options. Especially compared to the green OR Red Option A. We as a community should be using a solution that has the least negative impact on all parties located our city.</p>	<p>Comment noted.</p>

535	Joan Underwood	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
536	Joanie Norwood	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
537	Joanna Shirley	3/28/2019	Email	<p>I, Joanna Shirley, [REDACTED], support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

538	Joanne Thompson	4/10/2019	Email	<p>I understand that areas on 380 will need to be reconstructed no matter the recommended alignment. There are intersections and definitely areas that need to be addressed sooner rather than later.? What I am thoroughly confused about is why one non-profit, Main Gait, is garnering so much attention when there are 3 more non-profits along 380 which are slated to be destroyed by its widening to a LAR yet no one is talking about them or adding bypass options to save them. While Main Gait provides an important service so does Life Path which is the only mental health facility in Collin County. Inn Style supports the Samaritan Inn serving poor families in need of housing and financial support. Cornerstone Ranch provides housing for adults with special needs and is one of the only facilities that administers to this group. All of these businesses are just as import as Main Gait yet they don't have the voice of a multimillionaire backing them. Spending the time and resources on an alternate route (Red Option E) has proven to be futile as it not only destroys 12 businesses (Lowe's, L'arte nails, a supplement business, Dickeys, Firestone, Starbucks, Popeyes, UPS, Sherwin Williams, Burger King, Taco Bueno and Team Mobile) to save Main Gait but in Bill Darling's own words it is the worst possible option for his business as it surrounds it by thoroughfares. Mr. Darling states in a letter to Main Gait supporters that having a thoroughfare or a thoroughfare and a bypass through and near his property "compromises the SAFETY of our riders, horses, volunteers and staff and they will be unable to provide therapy services in this location and would be forced to relocate".? This statement from Main Gait's owner indicates that once Custer is widened into the arterial road or thoroughfare as? it is slated to be in the near future it will run right through this property in too close of proximity for them to conduct therapy services in a safe environment. My question is then why are we bothering to focus our attention on a business that will ultimately move once Custer is widened anyway? Mr. Darling clearly has the means to move his business to a more suitable and safe location while the other non-profits do not.? My hope is that this wealthy millionaire's use of sympathy for those that utilize this business and his millions of dollars will not lessen the importance of the services that the other 3 non-profits provide Collin County and they? as well as the other businesses along 380 will be given just as much attention and consideration as Main Gait has been awarded.? Another point of confusion is how wide Red Option A will be as its location is right next to Ridge which will already be a lane arterial (making 12 lanes of roadways in that area) and also why is it being considered given it poses the greatest environmental impact on the city. It will ultimate destroy my neighborhood of Tucker Hill as this option will surround i by an arterial to the west (Stonebridge) as well as a LAR to the south and east completely isolating it from the rest of the city and destroying our "front porch" living neighborhood due to the noise and pollution that being surrounded on 3 sides by large roadways is sure to bring.? No other neighborhood will have to sustain this much of an impact in any of the other options. This option will also impact Stonebridge Ranch and Auburn Hills as well as it will force thousands of cars to travel into these and surrounding neighborhoods when 380 gets too crowded which poses a significant safety threat. This option will also take away the easy access that those west of Baylor Hospital currently have and could potentially cut us off from those services in the event of an emergency along 380.? At the very least it will? impact thousands of citizens west of the hospital who benefit from quick access by emergency response vehicles that the current road provides unlike an LAR with limited access which? poses a huge impact to timely response times. This limited access can literally mean the difference between life and death. 2 As I have stated before Red Option B is still the most viable option as it keeps the traffic flowing, communities safe, it keeps our businesses which provide a much needed tax break and as well as thousands of jobs. ? It also provides the town of Prosper an opportunity to expand their business corridor along their southeastern border (not destroy it as it is slated when 380 is widened) while providing Collin County with another road choice besides 380 to travel on when it is congested and also in case of an emergency shut down as well.? The growth is slated for the north and that is where the bypass needs to be in anticipation of this growth and is the best possible choice for the county.? You have the opportunity to do what no one else has up to this point and that is to plan for the growth before it happens and not just react to it once it is here. Forcing the northern growth onto one already too heavily traveled road south of them makes no sense as it will not be able to handle the 2 million people that are projected to move in along with additional business traffic.? Splitting that traffic growth between two roads closer to where it is projected makes the most sense and will benefit the flow of traffic of all roads in the future. Instead of being like the short-sighted road planners of the past only seeing what is immediately in front of them and hoping that one road will handle all of the traffic we can plan for this growth and be ahead of it. As I mentioned in an earlier email I grew up in California where big business and shortsightedness dictated road placement and that lack of planning ended up in continued constant traffic while forcing the use of toll roads. The same can be said for McKinney if anything but Red Option B is chosen. Please let all of us be heard not just the wealthy businessmen as we all travel on this road and very much want it to be a smooth, uncongested ride not one filled with the overwhelming burden of not just McKinney's but the entire east-west counties traffic as it is currently. Thank you for your continued consideration of Red Option B. I prefer Red Option B. LOWEST PROJECTED COST. KEEPS NEW LOWE'S INTACT.</p>	<p>Comment noted. Public input is used to help guide the study. There were nearly 600 comments from the Fall 2018 Public Meetings requesting that ManeGait not be displaced.</p> <p>LifePath has another location in East McKinney. There are 2 plots of undeveloped land adjacent to this property where the Crisis Center could be relocated.</p> <p>INN Style is Samaritan Inn's resale store, not the shelter itself.</p> <p>TxDOT will further analyze possible options for the impacts to the Cornerstone Ranch property.</p> <p>The Red E alignment displaces only a total of 5 businesses between the comparison limits of Red A and B.</p> <p>The Red A alignment does not extend to the existing Ridge Rd. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p>
539	Joe Closs	3/28/2019	Comment Form	I prefer Red Option B. LOWEST PROJECTED COST. KEEPS NEW LOWE'S INTACT.	Comment noted.
540	Joe Sadowy	4/2/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
541	Joe Sonderegger	3/28/2019	Comment Form	Green 380 No Red	Comment noted.
542	Joe Tatten	3/28/2019	Comment Form	I do not want to see options B or E pursued – these routes make zero sense to me – the impact to the person is too significant!! The reasonable option is to keep 380 on 380!!	Comment noted. From County line to County line, the green alignment is estimated to impact more businesses and displace more homes and businesses than the red alignment.
543	Joe W. & Karwn Chesney	3/28/2019	Comment Form	Option I: Widen hwy 380	Comment noted.
544	Joe Whitfill	4/5/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. ManeGait provides exceptional services for those affected by disability in our community, and also to our wounded veterans who have given their service to our country. Thank you for voting to keep the GREEN alignment.</p>	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
545	John & Kris Cousins	4/9/2019	email	we support the green solution for the highway. Please give it consideration!	Comment noted.

546	John & Mary Hartley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
547	John D Brim	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
548	John Gamble	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
549	John Grant	4/8/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

550	John Hurlbut	3/28/2019	Comment Form	To whom it may concern, In light of the finalization of solving the traffic on 380. the best remedy is still to fix the highway at its source. A bypass option will not solve traffic patterns on 380. Therefore, fore both short and long term inability, it is necessary to widen 380 in a creative & cost effective manner to improve mobility in the 380 corridor both north both now and in the future.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
551	John Jefferies	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
552	John MacDonald	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road</u>
553	John Mercer	3/28/2019	Comment Form	No bypass. Widen 380	Comment noted.
554	John Moore	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road</u>
555	John Nugent	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both the Red Alignment E and B, would have a direct negative impact on ManeGait and the surrounding properties, leading to destruction of this exceptional property and displacement of MainGait's vital community services. I would like to note that there are also studies that indicate when one develops the confluence of 3 major arteries at a near single point, accidents increase dramatically. Presently it is taking me 10 minutes or more to exit our Walnut Grove neighborhood onto Custer RD during rush hour. And it is getting worse every day. Moreover, our Walnut Grove neighborhood has no curbs or sidewalks. Hence, many community members walk in the street, often with their children. Bringing more traffic to our area with the Red options will only increase danger by encouraging more traffic to cut through our neighborhood - something it was not designed for.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
556	John Nugent	3/28/2019	Comment Form	This bypass proposal along Custer is a travesty. First, Custer Rd is already overburdened. Placing this by-pass along Custer north of 380 will only exacerbate this growing traffic problem, and will create a traffic quagmire at 380 & Custer moreover, this by-pass along Custer will drive traffic into the Walnut Grove neighborhood which has no sidewalks or curbs. Many children play on these neighborhood country roads. So your proposal will also endanger many children. But more south bound traffic merging onto Custer will be a travesty. Keep 380 on 380	Comment noted. Alignment options are still being evaluated and any future improvements will be designed to enhance safety.

557	John Powell sr	4/5/2019	Letter	This is somewhat of a rebuttal to the attached protest/blanket letter. Everyone has an opinion; however they should at least put their name on it when asking neighborhoods to support their position. This attached protest misses a few points. All the property south and east of McKinney Airport is planned Manufacturing or commercial all the way to East Fork of the Trinity and south from FM 546 to Old Mill Road or Wilson Creek. The purpose of the east loop, is to get traffic thru McKinney, around McKinney not too McKinney. The Airport has to have access to the East side, If McKinney doe's not continue to develop the airport FAA will ask for a refund of the millions of dollars in grant money. I question the argument about property values, currently the indecision has put a serious burden on land owners that are considering selling because now one knows what is to happen, but once the decision is made values should increase regardless of zoning. The proposed connection to Airport Blvd. on the south end is currently being closed off due to building development. There are few actual residences that would be further impacted by Hwy 5 east if the design is done correctly. In fact from Country Lane east and south then north much of the property is absentee land lords, of course the distance from the new road would have an impact on noise and traffic in the neighborhood. I'm sorry but choosing to live in a County that is one of the fastest growing areas in the nation is going to get crowded if you are going to grow you have to have water, electricity, road. My family did not ask for this much growth we have been here since 1928. So yes we have had to endure a lot of changes I have no objections to contributing to the success of the County but it has to be even handed. All government agencies have to be honest with the folks. Those that benefit have to compensate those that giving up their way of life. Those concerned about the collateral effect of growth should petition of their local governments to stop issuing building permits. Thank you.	Comment noted.
558	John R Wood	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road</u>
559	John Thielmier	4/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
560	John Tomcala	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road</u>
561	John Wilhit	4/8/2019	Email	Please select the GREEN Alignment choice for the HW 380 expansion which will preserve the wonderful Mane Gait facility which helps so many challenged children.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

562	John Wolfe	4/2/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
563	John worley	4/7/2019	Email	<p>The image below was taken from the TXDOT presentations on the possible realignments for US380 through Denton and Collin Counties. In Denton County, the multiple possibilities shown represent the early stages of the project. In Collin County, the routes still being considered are shown. The image below is the same image with the shortest TXDOT route highlighted (in red) and my proposed route (in blue).The primary difference between the 2 routes is that the TXDOT route returns to use portions of the existing US380 in 4 places while my proposal uses a (mostly) new route. In order to convert existing US-380 to a Limited Access Roadway, the entire roadbed would need to be removed and replaced, at a much higher cost and longer schedule. The image below left shows the differences through Denton. The TXDOT route is 1.26 miles longer than my proposal (8.68 miles), and uses 5.32 miles of existing US-380. The image above right shows the differences across the county lines. The TXDOT route is 3.03 miles longer than my proposal (14.35 miles), and uses 12.41 miles of existing US-380. The image below shows the differences in eastern Collin County. The DOT route is 1.7 miles shorter than my proposal (24 miles), and uses 7.34 miles of existing US-380. An alternate route (shown in dashed pink) is 25 miles long, but only uses 17.5 miles of new roadway. Returning to the image with the shortest TXDOT route highlighted (in red) and my proposed route (in blue), my proposed route is 71 miles long while the TXDOT route is 2.6 miles longer and uses 25 miles of existing US-380. The Differences Between the Routes in Collin County The TXDOT route does use 25 miles of existing US350 Right of Way, whereas my proposal uses very little existing Right of Way. However, the TXDOT route still requires 68% as much new Right of Way purchase (48.6 vs. 71 miles) as my proposal. And, as noted earlier, in order to make the existing sections of US380 that are planned to be reused into a Limited Access Roadway, those entire sections would need to be completely torn out to be upgraded. During construction of the TXDOT route, along the existing sections of US380 that are planned to be reused, as well as the connection points to the new sections on the ends of those existing sections, traffic along US380 would be significantly disrupted. My proposal would not effectively impact any existing traffic during construction. The TXDOT route has 8 connection points with the existing traffic flow where slowdowns will occur anyway after completion. The existing sections to be reused have the longest traffic tie ups currently. Traffic originating in a section of existing US380 that is bypassed and/or traffic terminating in those sections will be required to merge and exit from the traffic flow of the new roadway, adding to the congestion there. There are no effective alternate routes for them in the TXDOT route. John Worley April 7, 2019 US-380 – Denton and Collin County Page 3 Grade Separated Intersections (shown above) will improve traffic flow some, but the traffic entering or exiting the stream in those locations will still cause tie ups. The tie ups will be furthered by traffic entering or exiting the businesses along the exiting US380. Unless these sections are upgraded to a Limited Access Roadway (at additional cost and traffic disruptions as noted), the traffic flow improvements proposed will not be realized. Additionally, the entry and exit lanes will require removal of all businesses currently on all 4 corners of the intersection. In my proposal, existing US380 becomes US380 Business and would carry traffic that wants to flow less than 5-10 miles, while the new route would carry traffic that wants to flow more than 5-10 miles. Besides carrying the US380 through traffic, my proposed new section of US380 in eastern Collin County (south of US380 Business), along with the Spur 399 Extension, and the Lake Corridor Thoroughfare, provides a good route for all of the traffic in the Lake Corridor to reach US75/SH121. With the proposed improvements to FM1378, a new, short, section of roadway could connect from the corner where FM1378 turns southerly, east of the Heard Museum, to the new US380/Spur 399 Extension interchange, allowing N-S flow. Additional traffic along the Lake Corridor Thoroughfare ties into FM1378 in Parker. My potential new road in eastern Collin County (north of US380 Business) would serve the residents of Blue Ridge and Farmersville if the population increases as projected to 750,000 The need for roadways is based on population projections. Original projections of Collin County were 2.1M; then 2.5M; then 3.44M; and now 3.8+M. The chart below shows the required Annual Growth Rate experienced in the past and that required in the future based on population projections. Note that Plano, McKinney, and Allen have never exceeded a 10% AGR, while Farmersville, Blue Ridge, and Celina must not only exceed 10% AGR for over 25 years, but must reach 25% AGR. Using a more realistic AGR, the Collin County population would remain below 2.2M until well after 2050. The chart below left came from a Freese and Nichols presentation representing a population of 3.44M. The chart below right came from the most recent TXDOT presentation representing a population of 3.8+M. In both charts, each yellow dot represents 250 people. However, the higher population chart (on the right) has a notably lower density of dots. In my opinion, the population projections are way out of line. I do believe the TXDOT population density chart above right, in that the population in the eastern third of Collin County will be as light as shown, and on its own, doesn't justify all of the new roadways proposed by NCTCOG. US380 needs to be improved without closing all but 1 lane each direction over the 25 miles across over a 5-8 year construction period (as will happen with the TXDOT plan). The planned 3rd lane of US380 (Business) in eastern Collin County should handle local traffic if a new US380 is built for through traffic. Using the route planned for the</p>	<p>Comment noted. The scope of this study is through Collin County. TxDOT is currently conducting a similar but separate feasibility study in Denton County.</p> <p>Initial traffic analysis does not indicate that both a bypass freeway alignment and a freeway along the existing US 380 will be warranted.</p> <p>TxDOT makes every effort to minimize impacts during construction of its projects. This includes lane closure during construction.</p>

564	Joji Sakai	4/4/2018	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
565	Jon & Jeanne Ferrais	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
566	Jon Bolen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>

567	Jon Dell'Antonia	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
568	Jon Dell'Antonia	3/28/2019	Comment Form	<p>I am <u>opposed</u> to widening 380 because it will destroy about 10 businesses and the subsequent property & sales tax to the city along with the elimination of thousands of jobs. I support Red Option B or E as the bein the least expensive offering the least impact to businesses and homes!</p>	<p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
569	Jon Dell'Antonia	4/7/2019	Email	<p>As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors who were elected to make decisions that are in the best interest of the 9417 residences of Stonebridge Ranch and its 36,000 residents who live in McKinney. In a unanimous vote, we stand in agreement along with the 381 residences in the Tucker Hill Homeowners Association and its 900 residents, Harvard Park, and several hundred verified business owners who wish to preserve our city's economic health and commercial corridor. We hereby make an official statement in support of either bypass Red Option-B (our preferred option) or Red Option-E and oppose bypass Red Option-A or the green alignment of widening 380 or converting it to a limited access freeway. Options B or E are the most viable, least expensive and least disruptive to businesses and homes along 380 when compared to widening 380 (the green option). If Highway 380 (the green option) were implemented, according to TxDOT's own numbers, it will destroy nearly 200 businesses and homes along the 380 commercial corridor including all of the existing businesses on the four corners at the intersection of Highways 380 and 75, and impact the historic and empowerment zones in McKinney. This will result in a significant reduction in the sales and property taxes to the City of McKinney along with bringing an increase in traffic and noise to the already developed housing subdivisions that abut 380 with more to come. As to the detrimental impact on Stonebridge Ranch if 380 were widened, it would double the width of the current highway and bring significantly more traffic to the area. In addition to the increased noise for the hundreds of homes in Stonebridge Ranch that abut 380 on the Northern edge of Stonebridge Ranch, there are three roads: Lake Forest Drive, Ridge Road, and Stonebridge Drive that go completely through Stonebridge Ranch and provide the only means between Hardin Road and Custer Road for getting to Virginia Parkway, ElDorado Pkwy, Custer Road and Highway 121. These roads were designed for neighborhood traffic and not arterial connectors to other major roads. That is the reason for our opposition. If the proposed bypass (Red Option-A) that enters Highway 380 East of Custer Road were implemented, in addition to the above traffic problems, there would have to be a major interchange built at the intersection of the new six lane bypass and existing 380 which is already six lanes. This interchange would be right above the northern edge of Stonebridge Ranch just east of Ridge Road. It would have a very detrimental impact on both Stonebridge Ranch and Tucker Hill by bring a significant increase in traffic along with an increase in the air and noise pollution to our neighborhoods beyond any other option. On the subject of impacts to non-profit organizations that would be affected, if 380 were widened (the green option), three non-profit organizations in McKinney would be destroyed: Life Path Crisis center which is Collin County's only in-patient mental health facility, INN STYLE which is the store that provides funding for the Samaritan Inn homeless shelter, and Cornerstone Ranch that houses adults with special needs. No one is speaking up for them. Since they are not backed by individuals with financial resources, they do not have the funds to mount a campaign to save themselves. It would be a tragedy to lose them. Ask yourself; is MainGate (who would not be destroyed) more important than these three entities who serve more individuals? We also support business owners who have invested in our city and employ our citizens. We support preserving and growing our much needed tax base, and we support minimizing home and business displacements and preserving the jobs of the thousands of workers that would be eliminated if 380 were widened (the green alignment option). To reiterate, our Board, on behalf of our residents has unanimously voted to oppose the proposals to widen Highway 380 or convert it to a limited access freeway and support either of the alternative bypass route options North of Highway 380 that cross Custer Road and enters Highway 380 West of Custer Road known as Red Option-B or Red Option-E Thank you for taking the time to consider this letter and our position.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
570	Jon Dell'Antonia	3/28/2019	Comment Form	<p>I support Red Option - B or Red Option -E. I <u>oppose</u> the widening of 380 (The green alignment) You Need to be aware that these are been \$1.2 Billion in property value adres to the city of McKinney in the past 12 months. Most of it has come from the realignments at Hardin and 380. The core of that property and sales tax dollars would be significant to the city. That would happen if the Green alignment were selected. The bypass B and E avoid this problem.</p>	<p>Comment noted.</p>
571	Jordan Huffer	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
572	Jordan Reiley	4/8/2019	Email	<p>I am writing this email on behalf of the my family (the Reilly's) that lives at ██████████ in McKinney. In January 2018, while living in Stonebridge Ranch, my wife and I began to look for our dream property as we were getting ready to welcome our first child into this world. We had a few requirements:</p> <ol style="list-style-type: none"> 1) We wanted to raise our children on multiple acres to resemble the semi-rural lifestyle that my wife enjoyed growing up in Missouri 2) We wanted to stay in the McKinney area as we have loved every second of living here due to the family culture, the people, and the living conditions. 3) We wanted to stay close to our church (First McKinney) as we are the Young Married Life Group directors of over 20 young couples that live in McKinney and I (Jordan) currently serve as a Deacon in the church. As you can imagine, this was not an easy find and one that took much prayer and searching. We found this property in April and closed on it in August 2018. It was a huge blessing for our family for many reasons. It has everything that we were looking for: amazing neighbors, beautiful property, close to everything that McKinney offers, and we are able to continue to serve in our church and in our community (we love serving the less fortunate through Samaritan Inn and Grace2Go). I (Jordan) was born and raised with humble beginnings in Detroit, Michigan and moved to Texas to work with IBM soon after graduating from the University of Michigan. I now run Global Sales for a Silicon-Valley based technology startup and it has provided the means to give our family the living arrangements of our dreams. However, if the 380 bypass is approved, all of this will sadly be for naught as it will run directly through our house. We ask that you strongly consider keeping 380 on 380. We are one of the many families that would be directly impacted in a negative way if the bypass is approved and it breaks our heart as we have spend our entire professional careers saving for this property. It seems that every couple we speak to in our community or at our church is strongly opposed to the bypass. We love this city, and pray that you and our other leaders would continue to do what is right for our community. We ask that you <u>oppose the 380 bypass</u>. 	<p>Comment noted.</p>

573	Joseph Huffman	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at
574	Joseph Ross Callaway	3/28/2019	Comment Form	I live 600 feet from Bloomdale Road (cr 123). When we bought our house, the city plans showed Bloomdale becoming a b lane road with a speed limit of 45 MPH. We were not expecting to have an 8 lane Highway with a speed limit of 75 MPH. There are a lot of homes right off Bloomdale that are in the same situation that my family are in. I think that it makes sense to fix the problem on the problem which would be US highway 380 and to start the construction of the collin county outer loop.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
575	Josh & Falon Searle	4/5/2019	Email	COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
576	Josh Brown	3/30/2019	Email	I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TXDOT should do bypass option A that originates in McKinney. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion. I hope TXDOT does not bow to special interests again and honors the VAST MAJORITY of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East-West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, expanding FM 1461 to 75, and completing the Outer Loop. connecting First Street to Wilmeth Road to 75, expanding FM 1461 to 75, and completing the Outer Loop.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
577	Joshua Lake	3/28/2019	Comment Form	The revised alignment presented does not save Maingate. Maingate is a staple to the area and should not be destroyed due to poor planning in this area. 380 should stay on 380 as that was and is the central arterial roadway in the area. Traffic noise, construction and increased volume does not allow therapeutic horses in their native environment. 380 should stay on 380.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
578	Joshua Renberg	8/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
579	Joy Bralfore	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. There is not a 4 level interchange proposed near Ridge Road.

580	Joyce Sakai	8/4/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
581	Joyce Stewart Hill	3/28/2019	Comment Form	<p>I support Red Option B, or alternatively Option E. I do <u>not</u> support the green option at all. It impacts too many businesses and homes and is far too costly.</p>	<p>Comment noted.</p>
582	Joyce Yackinous	3/28/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
583	Juan Chamonno	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

There is not a 4 level interchange proposed near Ridge Road.

584	Juan Cortez	3/28/2019	Comment Form	I am against the 380 bypass. Driving on 380 it is easy to see the communities that took 380 into account and set their communities far back enough from the highway. The fact that City official allowed businesses to continue to build so close to 380, is not a reason for a bypass. Homeowners along the bypass route took 380 into account before buying/building their homes. Expanding the already planned outer loop would make more sense. Instead of having to fight homeowners at every city bypass along 380, as well as business, we should look at the outer loop.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
585	Juan Osorio	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
586	Judson Jones	3/28/2019	Comment Form	Keep 380 on 380. The bypass options disrupt areas that property planned for development. Homeowners in Prosper should not have our home values negatively impacted, nor should we lose valuable tax revenue in the town of Prosper.	Comment noted.
587	Juli Westcott	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
588	Julianna Brown	3/29/2019	Email	I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TxDOT should do bypass option A that originates in McKinney. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion. I hope TxDOT does not bow to special interests again and honors the VAST MAJORITY of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East-West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, connecting First Street to Wilmeth Road to 75, expanding FM 1461 to 75, and completing the Outer Loop. Thank you for your time and attention on this matter. I hope to hear that TxDOT is moving forward with the overwhelmingly supported green option of fixing 380 on 380 when it presents its final alignment option for 380 this Spring.	<p>Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
589	Julie & Joe Lichter	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

590	Julie A Harkins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
591	Julie Belk	4/4/2019	Email	<p>COMMENT: I support expansion of 380 into a highway with no bypasses. Think through what should be built now that could later be part of a highway system. I am particularly against the Red Alignment B and E bypasses to the north because they would compromise a model therapeutic program, Manegait. This program is a national model engaging the community as volunteers and healing patients outdoors with incredible results for neural path development after traumas like a stroke or traumatic brain injury. Making 380 a highway would not compromise the program; building bypasses near or through it would ruin it. If building the Green Alignment or Red Alignment A could jumpstart making 380 a proper highway, those would be acceptable.</p>	<p>Comment noted.</p>
592	Julie Me	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community. Please work to keep McKinney UNIQUE BY NATURE!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
593	Julie Peek	4/4/2019	Email	<p>We want ManeGait to stay!! ManeGait provides amazing services to those with disabilities and it would be tragic for their riders to build a bypass through or around their property. Please consider one of the other options available to you. Keep ManeGait. No bypass!</p>	
594	Justin Collins	4/12/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
595	Justin Verlez	4/15/2019	Email	<p>Green and Red A ONLY! No in B-E. Sent from my iPhone On Apr 13, 2019, at 7:28 AM, Team Velez <[REDACTED]> wrote: Yes on green (380on 380) and yes on B Red. Keep urban sprawl in urban sprawl. Do not displace the rural community north of 380 because McKinney did not manage their growth appropriately. Hold McKinney accountable. If a bypass is required, it must re-connect to 380 east of Custer Rd within McKinney city limits w/ little to no impact of area at and west of Tucker Hill. Prosper's city, schools and neighborhoods rely on using all land within city limits for planned commercial and residential growth for tax revenue. Unless TXDOT plans to pay loss of tax revenue and home value, keep to the supportive options above.</p>	<p>Comment noted.</p>
596	Kailey Ownby	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
597	Kaitlyn Stroud	4/9/2019	Email	<p>I am writing in support of the Green Alignment. It is the best option to ensure that the entirety of 380 can handle the future growth both residential and commercial. Driving down 380 from Preston to Hardin there is still a vast amount of undeveloped land zoned for both residential and commercial. Once that land is built out, the internal traffic along 380 will only get worse. More cars will travel to these locations, and more traffic lights will be placed which will result in significantly more congestion. The bypass will not fix the issue with people traveling to those businesses or homes. Fixing 380 now is the best option to handle that inevitable growth. It will absolutely save time and money in the long run and ensure that both Prosper and McKinney's future growth is guided in the appropriate manner. Fix the issue now where it needs to be fixed, rather than wasting time and money on a bypass that is severely limited in value.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

598	Kara Martin	4/1/2019	Email	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
599	Karan Parrack	4/12/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship, where I have volunteered for years. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
600	Karen Ambrose Hickey	4/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
601	Karen Evans	4/1/2019	Email	Dear Mr. Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Thank you for your attention in this matter.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
602	Karen Graham	3/28/2019	Comment Form	Red Option A would seem to be the least impactful as far as residential communities. Red Option B & E should NOT be chosen as these would have a greater effect upon the residents of McKinney on the east side of Custer & the noise that it would bring to the resident of Whitley Place. The best option would be to keep 380 on 380 & expand it. I feel that any of the proposed routes would probably not be used. Few drivers are going to want to drive that far north.	<p>Comment noted. Red Option B has the least residential property impacts and displacements.</p> <p>Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
603	Karen Newton	4/12/2019	Email	I do not understand at this late date why we are now considering different alignments. Based on my current knowledge I am in favor of the following: The GREEN Alignment that would expand 380 on the existing US. 380. This would not affect myself or the well established community I live in. Red Alignment A as a bypass highway. In addition to myself, this would also ensure the preservation of Mane Gait which supports a population that is in need of these services. TXDOT has already taken part of my property for the expansion of Custer which is in need of widening. I do not understand how any bypass next to Custer can possibly make any sense--two heavily congested roads practically on top of each other? I appreciate in advance your review of this information,	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

604	Karen Pegram	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
605	Karen Roberts	4/9/2019	Email	<p>"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
606	Karen White	4/4/2019	Email	<p>COMMENT: I support the Green alignment of Hwy. 380. Please do not cause Maingait to be changed in any way.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
607	Kari Ogden	4/7/2019	Email	<p>I strongly support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
608	Karin Kerby	3/28/2019	Comment Form	<p>1 I am concerned that the environmental impacts have not been studied re- the Red A,B,E & Green 2. Mane Gait is a unique & precious commodity – treating Autistic Kids from the Metroplex – situating it even <u>close</u> to a bypass will make it non-viable as Autistic Kids need quiet. 3. I was told tonight that homes within 50 feet of the any bypass (i.e. Grove Cove in Heatherwood etc) would be "taken" & torn down by TxDoT. We have never been told that 4. Keep 380 on 380</p>	<p>Comment noted. Homes where an alignment crosses the property boundary and is within 30 feet from the structure of the home have been counted as residential displacements. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
609	Kate Ryan	4/7/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

610	Katherine Clark	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
611	Katherine Edwards	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
612	Kathleen Parks	4/4/2019	Email	<p>I have personally supported MainGait and I believe in what they do for special needs children and adults. There are very few nonprofit organizations in this area that support special need individuals. Please don't take this away from us. "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
613	Kathleen Syrkowski	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

614	Kathryn Ryan	3/28/2019	Email	<p>Mr. Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
615	Kathy Black	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
616	Kathy Lamb	4/5/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Although I live in Plano I frequent the city of McKinney weekly for horseback riding for our special needs daughter, church, family visits, restaurants and shopping. Thank you for your consideration on this very important matter.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
617	Kathy Seei	3/28/2019	Comment Form	<p>380 has been a U.S. Highway since 1952. People who chose to build their homes along a highway that has been slated on its current alignment on all the transportation/thoroughfare plans for the cities of McKinney, Prosper & Frisco. A little research by the homeowners on 380 would have informed them that it would one day be expanded. Continued consideration of two bypasses through the Town of Prosper even though keeping US Highway 380 is currently documented in the comprehensive thoroughfare plans of Frisco, Prosper and McKinney (updated less than a year ago). Since I am a politician not an engineer I can only imagine the reasons for the last minute addition of these two by-passes through the Town of Prosper that have not been fully evaluated: 1. Powerful elected leaders (former and current) who are personally impacted or whose political and powerful friends are impacted by improvements to the current alignment. 2. Threat of political retribution for elected leaders at the ballot box if they support keeping 380 on 380. Please restore my faith that TxDOT is run by engineers not politicians. Do a fair comparative analysis or better yet just eliminate the by-passes from consideration and Keep 380 on 380 as all the affected municipalities thoroughfare plans dictate.</p>	<p>Comment noted.</p>

618	Kathy Seei	3/28/2019	Letter	My name is Kathy Seei. My husband Bob and I have been citizens and homeowners in Collin County for over forty years. We currently reside in Whitley Place neighborhood in Prosper just north of the two proposed by-passes through the Town of Prosper. Ray Perryman was hired to complete an economic impact study and environmental impact studies have been completed for improving US Highway 380 in its current alignment through McKinney (land mass of 62 square miles). None of these professional evaluations have been completed for the two remaining proposed by-passes through the Town of Prosper (land mass of 28 square miles). The Town of Prosper has passed resolutions opposing both by-passes through Prosper. The first by-pass cuts through land zoned for single family residential on large lots and includes wetlands and cemeteries. The second by-pass eliminates \$8 million dollars in tax revenue for the Town of Prosper with the destruction of a Lowes Home Improvements Store and several other businesses. Without thorough economic and environmental impact studies, we can only project the total economic and environmental impacts to the Town of Prosper and our neighborhood just north of both proposed by-passes through Prosper. For Prosper residents to be treated fairly, full financial and environmental impact studies need to be completed for the by-passes through Prosper BEFORE the decision is made on a final alignment of US Highway 380. Only then can a fair decision on the true impacts of these new alignments to the Town of Prosper and its citizens be made. If the by-passes through Prosper are not serious contenders, please do not waster precious transportation dollars on these studies. Simply eliminate the suggestion of any by-pass through Prosper as the Town Council has made known through resolutions and use those savings to mitigate impacts to keeping 380 on 380. IMPACT STATEMENT: Loss of Trust in TxDOT. My three brothers are all engineers - if I had been born 10 years later I would probably be an engineer. Engineers by nature stick with the facts and are resolute in championing the best solution. I am a politician by default. My impact statement today - a potential loss of trust in TxDOT. Reasons for loss of trust: 1: Both by-pass options have been formally opposed through resolutions by the Prosper Town Council by remain as alternatives to keeping 380 on 380. 2: Both by-pass options have not been evaluated for economic benefit. 3: Both by-pass options have not been evaluated for environmental impacts. 4: Continued consideration of two bypasses through the Town of Prosper even though keeping US Highway 380 on 380 is currently documented in the comprehensive thoroughfare plan of Frisco, Prosper, and McKinney (updated less than a year ago). Since I am a politician not an engineer I can only imagine the reasons for the last minute addition of these two by-passes through the Town of Prosper that have not been fully evaluated: 1: Powerful elected leaders (former and current) who are personally impacted or whose political and powerful friends are impacted by improvements to the current alignment. 2: Threat of political retribution for elected leaders at the ballot box if they support keeping 380 on 380. Please restore my faith that TxDOT is run by engineers and not politicians. Do a fair comparative analysis or better yet just eliminate the by-passes from consideration and Keep 380 on 380 as all the affected municipalities thoroughfare plans dictate.	Comment noted. The purpose of the feasibility study is to analyze potential roadway alternatives, for US 380 through Collin County. Based on feasibility study factors presented at the public meetings, TxDOT determined that when all alignment options were compared that the proposed alignment segment through Prosper is a viable option that should be further analyzed.
619	Kathy Spagnolo	4/6/2019	Email	Please read .. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I have been a volunteer at ManeGait for several years. PLEASE do not approve a bypass that would disrupt their mission. I have seen so many blessings take place at this wonderful ministry..	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
620	Katie Callaway	3/28/2019	Comment Form	I support fixing 380 on 380 and strongly oppose any bypass options. All of the current bypass options go down Bloomdale Rd (R23) which will have a heavy residential impacts. In particular, Heatherwood and Bloomridge are sitting directly nest to the proposed bypass. Our home is less than 600 feet away. We moved to McKinney to start a family and bought a house within walking distance of a school we didn't move here to be near traffic and experience the other negative consequences of a 75 mile per hour bypass feet from our house. Although construction wouldn't start for years, the property values impacts our neighborhoods would be immediate and it would likely be more difficult for individual citizens to relocated versus a business. Additionally, per the survey results, McKinney, Prosper and Frisco residents preferred to perform the work on 380. The current problems on 380 will not go away with a bypass within the added growth as well as continued commercial option, even more traffic will be heading down 380 on 380 in addition to building the outer loop and expanding arterial roads. Please do not choose to impact a larger number of McKinney home owners by building an unnecessary bypass.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. Both the red and the green alignments presented were viable when traffic analysis was conducted.
621	Kay Centofonti	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Please vote GREEN!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
622	Kay Prindwille	3/28/2019	Comment Form	380 should stay at its present roadway. The bypass options all impose on the town of Prosper & it takes the brunt of the proposed hardship for business & property owners. Money would be better spent completing the outer loop	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
623	Kaye Franks	4/3/2019	Email	Dear Mr. Endres As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
624	Kayli Self	4/4/2019	Email	My name is Kayli Self and I live at [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

625	Kayse Paul	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US Highway 380. It is in my mind the optimal and most efficient way to route traffic through McKinney and Prosper. I feel a bypass is unnecessary and scar the beauty of the community. The GREEN Alignment will also help preserve a vital nonprofit organization in Collin County, ManeGait Therapeutic Horsemanship. This organization is so beneficial to many special needs people in the area, including my granddaughter. Both RED Alignments E and B will have a direct negative impact on ManeGait and lead to the destruction of their property and displace many users of this vital community service.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
626	Keith Ballard	4/3/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
627	Keith Coleman	4/9/2019	Email	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
628	Keith Demma	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
629	Kelly Hyde	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 in order to preserve ManeGait Therapeutic Horsemanship. Both Red E and B would have a direct negative impact. Thank you.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

630	Kelly Krug	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
631	Kelly Parra	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
632	Kelly Patterson	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. There are 2 miniature horses that we raised and taught to drive a cart that were taken in by MainGait to be used in their program. They are thriving so well there, doing what they love. This program is extremely important to many families with children and some adults with disabilities and should not be disrupted in ANY way. We are friends with the founders (whom also have 2 more of our miniature horses) and their home and the horses they own would also be forced to move as they reside directly beside ManeGait. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

633	Kelly Richmond	4/8/2019	Email	<p>My name is Kelly Richmond and I live with my husband and children at [REDACTED] in Tucker Hill in McKinney (75071).</p> <p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.</p> <p>I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
634	Kelly Waterman	4/8/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
635	Ken Cook	4/3/2019	Email	<p>I am contacting you to see if any additional information is available on the critical issue I have with my Church Property and the proposed routing of this option "E" bypass. My adjacent neighbor thought this bypass was going to be located above the approved six lane expansion of Custer Road? My Church is scheduled to be completed by November/December. I am accepting Wedding reservations for fifty Weekends next year! It is extremely urgent we resolve this issue---my funding could be in jeopardy over this proposal. Are you the Engineer I should be contacting? If not, please forward this correspondence to whoever is the contact, and notify me who is responsible? My direct cell number is [REDACTED], my office number for the Archangel's Chapel and Music Seminary is [REDACTED]. Thanks, Rev. Kenton</p>	<p>Comment noted. Any future improvements will be designed to enhance safety.</p>
636	Kendra McColloch	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
637	Kenneth & Arlene Blevins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>

638	Kenneth Carithers	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
639	Kenneth E Seguin	4/3/2019	Email	<p>FROM THE FACEBOOK PAGE "Fix 380 on 380?" Interesting question and two responses I just read: Question: "If Option B (or E) goes through would the loss of the tax revenues from those businesses be enough to affect the PISD bond repayment? PISD is holding a bond election in May. Response: PISD Bonds are repaid thru the residential property taxes. So yes a dip in those or decrease in the projected revenue would affect all of the bypass areas that are zoned for Prosper ISD. INCLUDING HOMES/LAND IN MCKINNEY if they are a part of PISD. PISD supports fixing 380 on 380. Would it prevent it from being repaid, no. But it would definitely restructure the investments and land use for schools etc. PISD charges the maximum tax amount allowed in the state of Texas so no reduction is expected and no increase to the amount is allowed. Like with the stadium PISD is frugal in its usage of the Bond funds, like waiting until the high school was at capacity before building the one at Rock Hill, so repayment will be greatly considered before spending or building new schools. Unlike Frisco that built while it has the right to and then schools sit empty for time until they can fill it. Response: It will cost the school district a large amount in having to sell the land slated for the third high school and acquiring new land at today's market. They can't possibly build that school if the bypass goes in.</p>	<p>Comment noted. None of the proposed alignments take any land from an existing school, land owned by ISDs for future schools, or land for known planned schools that have not yet acquired land.</p>
640	Kenneth E Seguin, President – HOA Whitley Place	3/28/2019	Comment Form	<p>(1)One has to question the integrity of this process when the majority of Frisco, McKinney and Prosper residents voted to improve US Hwy 380 and that seems to be ignored. Additionally, Prosper Town Council and Prosper ISD passed resolutions opposing any by-pass. Bill Darling of Mane Gait took a public position against a by-pass. Then TXDOT appears to do an "end run" around Prosper Town Council, PISD and Mane Gait by coming up with Red Option "E". Why is TxDot ignoring Prosper's sovereign rights as a Town? (2) How does TxDOT justify proposing Red Option "E" to wipe out Lowe's, Taco Bueno, Popeye's, Burger King (which generate \$4 million in tax revenue), along w/the planned Kroger, in order to please Tucker Hill and Stonebridge Ranch? (3) These by-pass options reek of bending to political pressure brought by former Collin County Judge Keith Self (a Tucker Hill Resident) who told TXDOT to investigate a Prosper by-pass and it was not a decision of the entire Commissioners Court. What pressure is also being brought by former Plano Mayor Jack Harvard (owner of Palios Pizza next to Tucker Hill) and who was convicted in Federal Court of fraud? What about Stonebridge Ranch HOA President John Delltonia who is the president of the Stonebridge Business owners association? Simply put, "Fix 380 on 380" and listen to the residents forming the majority.</p>	<p>Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p>
641	Kenneth Faust	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

642	Kenny Nordlund	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
643	Kevin Arnold	4/6/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
644	Kevin Atherton	4/9/2019	Email	<p>I support the Green alignment proposed VS the other options.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p>
645	Kevin Carley	4/4/2019	Email	<p>Dear Mr. Endres, My name is Kevin J Carley and I live at [REDACTED]. I am writing to you in support of either the 380 Green Alignment or the Red Alignment A. My main reason for supporting either of these two options is that the other plans would have a major and catastrophic impact on ManeGait Therapeutic Horsemanship. This non-profit organization does amazing work for our community and changes the lives of children who otherwise are lost in mainstream America. The work they do in order to make children as well as adults feel that they are important and can ACHIEVE is immeasurable. I know this because I have a 42 year old son who has Cerebral Palsy and has been riding at ManeGait since it's opening. His life and that of many other riders revolve around that one hour lesson every week. He feels part of something special, not to mention the medical benefit he receives from the therapy. You may say that they can move and adjust to a new location. Yes, they can. However (and I don't expect anyone to understand this, unless they have a child in the program) there is something magical about their current location. The peaceful tranquility is unmatched. The mature trees that surround the property, the open fields the livestock next door, and especially the familiarity these kids have come to latch onto. Sounds trite, but to ask some of these children to adjust to a new location could be devastating for them. In summary, I hope you consider some of my points and choose the plan that will preserve a very very special place for some very very people.</p>	

646	Kevin Smith	3/28/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
647	Kim Babka	3/28/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
648	Kim Carmichael	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
649	Kim Ownby	4/15/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

650	Kim Pereira	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
651	Kim Swanner	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
652	Kim Williams	4/4/2019	Email	<p>I have been a McKinney resident for 18 years and have been a volunteer at ManeGait for approximately 5 years. With the exception of a brief stint living on the west side of central expressway, I have always lived in the historic district. McKinney is special, both the downtown area and the city as a whole, since it still retains its small town feel, while growing at a rapid pace. I understand that Collin County is projected to grow by another 2 million residents in the next 25 years, and with that comes the need to expand our infrastructure and roadways. I support the GREEN alignment plan between Coit Road and FM 1827 for the expansion of US Hwy 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community; a community that is truly Unique by Nature. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on MainGait, leading to destruction of this exceptional property and displacement of their vital community service.</p> <p>Much appreciation for your consideration of this request.</p> <p>Take care.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
653	Kimberly Canales Yarborough	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>

654	Kira Larson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
655	Kirk Quaschnick	4/8/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
656	Krines Haras	4/4/2019	Email	<p>Me and my family support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
657	Kristen Okeefe	4/9/2019	Email	<p>Hello my name is Kristen O'Keefe, I live at [REDACTED] in Mckinney and I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
658	Kristi & Sean Gray	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
659	Kristi Contreras	3/28/2019	Comment Form	<p>Please keep 380 on 380. Our family has special needs children & moved from California to Prosper, TX after finding it a great place to help calm our aggressive son's autistic behaviors. The noise from a freeway previous caused our family extreme distress. We carefully selected Whitley Place based on land development plans for the town to provide lower density housing – minimizing nearby noise & congestion. We used 10 years savings to make this possible. It has been life transforming. Please don't destroy this child's refuge.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

660	Kristi Hooten	4/6/2019	Email	<p>Hello, I am emailing you to tell you that I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Thank you for your time,</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
661	Kristi Martinez	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
662	Kristi Reeves	4/9/2019	Email	<p>Proposed Wording for US 380 MAPO Comment Form As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

663	Kristi Vest	4/11/2019	Email	<p>We have been supporters and volunteers at ManeGait and are saddened at the thought of the loss of this phenomenal organization which offers needed services to people with challenges and disabilities. I wholeheartedly support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
664	Kristin Welsh	4/5/2019	Email	<p>As a homeowner and citizen of McKinney, Texas, I STRONGLY SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A.</p> <p>I STRONGLY OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.</p> <p>I also very STRONGLY OPPOSE Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road - right in the backyard of thousands of homes. The Green Alignment and Red Option-A will depress home values in that area. If this option were implemented, it would have a detrimental impact on both Stonebridge Ranch (with 10,000+ homes) and Tucker Hill. It would require that a large interchange be constructed at US 380 on the northern border of Stonebridge Ranch, creating an eyesore for adjoining neighborhoods and decreasing the home values of neighbors in our community.</p> <p>Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p> <p>It's unfortunate that a few homes and properties may be lost with bypass options, but widening 380 and putting in interchanges in the middle of thousands of homes and businesses will destroy home values, tax revenue and jobs in our city. It makes no sense for the future of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
665	Kristina Sager	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.</p> <p>Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

666	Kristoffer Pepperell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
667	KT Wasson	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM1827 for the expansion of US HWY 380. It is the optimal and most efficient path for the east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would asar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, MainGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on MainGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
668	Kyla Smith	3/28/2019	Comment Form	<p>Keep the Direct & only useful route 380 on 380. The Northern loop provides the alternative route around traffic. Properly fix expand and use 380! McKinney can not bully their poor plans onto the taxpayers of Prosper! MainGate Hourse farm will not be useful with a loud freeway bypass next to it. Autistic kids cant handle that noise! Our small towns tax base needs Lowes!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

669	Kyle Abel	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
670	Kyle Abel	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
671	L Odom	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services." Pleasekeep 380 on 380!! The citizens of these communities have spoken firmly on this topic and have voted a resounding "No" to the bypass.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted. Comments received from the public meeting process are to obtain information and opinions on the project. Comments are not looked at as a vote.</p>
672	Lainie Evans	3/28/2019	Comment Form	<p>From a monetary standpoint, option B or E makes sense. However, this is only true due to McKinney's horrible lack of foresight in allowing businesses and communities to be built so close to 380. Or perhaps they have "won the game" since they are to this day approving businesses and communities to be built on 380. They beat Prosper to poor development so Prosper and its residents are getting screwed. "Existing development" takes precedence over future development". So by screwing up, McKinney wins and gets to put a bypass through Prosper, past my backyard, past my daughter's school. I feel betrayed and aghast at the poor planning on McKinney, Collin County and TXDot.</p>	<p>Comment noted.</p>
673	Lan Hy-Grant	4/8/2019	Email	<p>Dear Mr. Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p>
674	Landon Schneider	3/28/2019	Comment Form	<p>ManeGait will not be able to operate with either B or E bypass 380 should stay in its current location & be improved for the community to grow and flourish. This fact should be communicated to the residents & community leaders. The proximity of a major highway to ManeGait would make it unsafe to serve children & adults with disabilities on horseback.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

675	Larel Bender	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
676	Larry & Lisa Pietenpol	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
677	Larry and Martha Garske	4/8/2019	Email	<p>My husband and I (Larry and Martha Garske) support the GREEN alignment option between Coit Road and FM1827 for the expansion of US Hwy 380. The Green alignment preserves Colin County's most prominent nonprofit organization, ManeGait Therapeutic Horsemanship. Both Red alignments E and B would have direct impact on ManeGait, leading to the destruction of this exceptional property and the displacement of the vital community service it provides for special needs people. Our grandson, Gabriel Roberts, is a 19 year old with disabilities. He is non-verbal and cannot walk. The main activity outside of his home that gives him pleasure, is the Therapeutic Riding Program at ManeGait. His confidence, as well as muscle strength, balance and social skills have improved greatly because of this program. The love and care given to Gabriel by his instructors is very heart-warming and exciting for his family. The environment at ManeGait is fun and enriching for Gabriel. My husband and I have been with Gabriel at ManeGait several times. We see his enjoyment of this wonderful opportunity. We have a serious concern regarding plans for the US Hwy 380 expansion and the potential impact on ManeGait. We pray that this beautiful land and caring community will be able to continue its mission to provide for the needs of all special needs people. We ask that ManeGait be able to continue the services provided for our children and grandchildren for many years to come by choosing the GREEN alignment option.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

678	Larry Burner	3/28/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
679	Larry Christensen	3/28/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
680	Larry Pereira	3/28/2019	Comment Form	<p>My name is Larry Pereira. As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

681	Larry Ray Causey	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
682	Laura Allen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
683	Laura Bushnell	4/10/2019	Email	<p>Dear Mr. Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

684	Laura Cortez	3/28/2019	Comment Form	<p>I am against the proposed 380 bypasses. When we moved to McKinney from Dallas, we knew that 380 was not going to be able to handle the growth. We knew to look for our home away from 380. This was almost 10 years ago. If we knew this, the city had to know this as well. Citizens should not be losing their homes, playgrounds, schools because of the city's poor planning. I do not want to see a concrete jungle from my window, I do not want to see smog as I walk my son to school. A bypass is a bandaid. It will not fix/cure congestion 380 will have to be expanded – just do it now! Build out the outer loop. Fix arterials keep 380 on 380 it's the right thing to do</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
685	Laura Eubanks	4/8/2019	Email	<p>Please consider my support for the GREEN alignment between Coit Rd. and FM 1827 for the expansion of HWY 380. It is the most efficient path for east-west traffic through the cities of McKinney and Prosper. The bypass is unnecessary and would have many negative consequences concerning our community. Green alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. An environment that brings health and healing to children and adults with special needs. Both Red alignment E and B, would have direct impact on ManeGait, leading to destruction and displacement of this vital and much needed community service</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
686	Laura Froelich	4/6/2019	Email	<p>Proposed Wording for US 380 MAPO Comment Form As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

687	Laura Jeffries	4/4/2019	Email	<p>Good morning Mr. Endres, I am writing to you regarding the US 380 Expansion. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
688	Laura Sisson	3/28/2019	Comment Form	<p>I am against any bypass. We built our house away from the busy highway on purpose. Fix 380 on 380. It will have to happen regardless!</p>	<p>Comment Noted</p>
689	Laura Smith	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
690	Lauren Allen	4/9/2019	Email	<p>Dear Stephen As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

691	Lauren Bowman	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
692	Lauren Golleher	4/4/2019	Email	<p>1. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin</p>	<p>There is not a 4 level interchange proposed near Ridge Road</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
693	Lauren Hayes	3/28/2019	Comment Form	<p>380 must be fixed on 380! Too many protected homes in the McKinney Marshlands will be impacted by the new custer alignment. ManeGait will be negatively impacted with 6 lanes of custer and the bypass surrounding it. The loss of tax revenue to Prosper is approximately \$4 million per year. That sum will need to be made up by citizens. Fix 380 on 380!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
694	Lauren Hoofnagle	4/6/2019	Email	<p>1. My name is Lauren Hoofnagle and I live at [REDACTED] in Prosper. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

695	Lauren Palmer	4/4/2019	Email	<p>I support the GREEN alignment because it is the optimal and most efficient path for E/W traffic through McKinney and Prosper. It also preserves ManeGait Therapeutic Horsemanship, one of Collin County's most prominent nonprofit organizations. A bypass is unnecessary and would scar the beauty of our community, and would also directly impact ManeGait, leading to destruction of this exceptional property and displacement of their vital services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
696	Lawrence Wolf	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
697	Leah Cox	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option -A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

698	LeAnn White	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
699	Lee-Yen Elliot	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
700	Len & Kelly Tallo	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

701	Leslie Allcorn	3/28/2019	Comment Form	I am writing to express my strong support of the Red Bypass B. I am a longtime McKinney resident and am very aware of the dire need for more traffic options for the ever-growing population of Collin County and the surrounding areas. The Red Bypass B disrupts the fewest homes and businesses and offers a great additional option to the 380 highway. If 380 was widened to a LAR it would eliminate my home and also my business. Please consider my plea in favor of the Red Bypass B.	Comment noted.
702	Leslie Banks	4/5/2019	Email	COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
703	Leslie Burkett	4/6/2019	Email	I and my family say NO to the Red Route. We have lived here for 18 years and would hate to see anymore of our beautiful land taken away. Again, I say NO to Red Route!	Comment noted.
704	Leslie Fossen	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road</u>
705	Leslie Tillisch	4/12/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services." Here is why: 1. I have lived in this area for almost 25 years. I opened the first Target store on the East side of 75. When that store was open in 1994, 75/380 was a nightmare back then. You have allowed McKinney to grow without looking at the future. I believe that McKinney should have to figure out what to do with 380. 2. Taking away Mane Gait from these riders and volunteers would be devastating. My daughter has been riding out there since the second session. The programs that Mane Gait provides help kids and adults feel normal even if it is for an hour or a few hours. Even being a parent taking her out there makes me feel less stressed and I can have a watch her ride and compete like a normal person. If either Alignment E or B ends up being the final option, you will not only displace the residents and business, but you will also displace many riders who thrive out at Mane Gait. An easier way to ease some traffic along 380 would be finishing building out Wilmeth and Bloomdale. Most traffic from the north are using these back roads anyway. And why would traffic cut through go north to east and west as bypass? It does not make sense.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
706	Lewis W Pollok	4/5/2019	Email	I support the Green alignment & oppose Red alignments B & E for US Hwy 380 expansion. I have been a volunteer for 12 years & miracles happen at Mane Gait.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

707	Lilly Tu	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
708	Lily Golondzimier	3/28/2019	Comment Form	<p>The new option along custer that takes out Lowe's still impacts Mane gate Farm & the beautiful ponds. It runs along Custer for a long way & then cuts over to Lowes. There will be a lot of traffic back up in peak hours sending lots of polluted air to Whitely Place & homes around which right now have minimal traffic impacts & pollution. Please give up this idea of cutting thru Prosper. The tax revenue loss to Prosper will be significant. There is an area that totally by passes Mane gate futher to the south & would effect only a corner on 380 & Custer & leaves Lowes in tact. To run along Custer it will be elevated? Ruining our peaceful area. Keep 380 on 380.</p>	<p>Comment noted. Option E would be elevated. Typical sections showing the alignments are available on www.Drive380.com.</p>
709	Linda Beene	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
710	Linda Elliott	3/28/2019	Comment Form	<p>RE: Proposing the "ByPass" becoming the main U.S. 380 and the current 380 becoming Business 380 - We lived off the current Bus 121 in Lewisville during the time that the current 121 was built & completed. When we moved in, this thouroughfare was a thriving business district. Within a few years of becoming Business 121, businesses closed leaving empty buildings. The area became quite economically depressed. Collin County paid dearly for an economic feasibility study</p> <p><input type="checkbox"/> As a volunteer at ManeGait Therapeutic Horsemanship, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p> <p><input type="checkbox"/> Please choose the GREEN alignment for US 380 expansion.</p>	<p>Comment noted.</p>
711	Linda Greenwell	4/4/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
712	Linda Louise White De Mattei	3/28/2019	Comment Form	<p>Keep 380 on 380/ it will only get more dangerous if \$ is not used to improve it, rather than being distracted by a bypass. Please don't turn our roadway system into LA South, a mess of political and distracted planning Frontage Rd & Raised 380 at intersections is best as your own study shows.</p>	<p>Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>

713	Linda Neal	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet
714	Linda Pritchard	3/29/2019	Comment Form	<u>for Red Bypass</u> Red Option B I live at [REDACTED] As part of Walnut Grove I'm FOR A Bypass. Unlike the Very wellhear vocal group that has flooded the meetings & news. To keep 380 on 380 would not be the Best for the most! You need to Start North of McKinney (Red line) and make a loop. Widening 380 is not the answer. How can you move traffic and Build what is expected with our total grid lock. A loop would allow a flow as you build.	Comment noted.
715	Linda Ray	4/4/2019	Email	we are completely supportive of the "Green Alignment"-don't mess with the Main Gate environment!-	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
716	Linda Woods	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. We have personal connections with ManeGait. Having grown up with Priscilla Lewis Darling, co-founder, we also have volunteered with our therapy miniatures for many years at events. ManeGait now is home to two of our miniature horses and this possible move would affect them as all the horses to readjust to different surroundings, which in turn would affect how the horses react with the many people with disabilities that attend and depend on the interaction with the horses. Please do not choose a way that would displace ManeGait or put them in harms way. This facility has been and continues to be a vital asset to McKinney and surrounding areas. Thank you for your time and listening to a desperate plea to help save ManeGait.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
717	Lindsay Williams	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
718	Lindsey Flesher	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. There is not a 4 level interchange proposed near Ridge Road.

719	Lindsey Mittyng	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
720	Lisanne Glew	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
721	Lobelia Miller	4/5/2019	Email	<p>I live at [REDACTED] and support the GREEN alignment for the expansion of US HWY 380. It is the most efficient path through Prosper and McKinney and would not ruin the beauty of the area north of 380 where the bypass is proposed. My young children (4 months, 3 years, 5 years) would be unsafe with the proposed bypass as we travel to elementary school right along one of the proposed bypass routes. We just moved up here and the reason we chose it was for the peace, quiet, safety and good schools. A bypass right in the middle of it all would really change the quality of life drastically. Additionally, the bypass would have a crippling negative impact on ManeGait and the amazing services it provides to our community. Please choose the GREEN alignment for the US HWY 380 expansion. Thank you for your time and consideration.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Alignment options are still being evaluated and any future improvements will be designed to enhance safety.</p>

722	Lori Cota	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
723	Lori Parrish	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. I oppose both Red Alignment E and B, as they would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
724	Lori Wise	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
725	Lorri Deems	4/5/2019	Email	<p>Dear Mr. Endres and the TXdot committee, I have been a donor to ManeGait located in McKinney, Texas for years. My family personally knows multiple families who have loved ones that have greatly benefitted from the therapy ManeGait provides. This specialized therapy has been life changing for so many individuals. Therefore, I am in support of the Green Alignment which will preserve ManeGait's ability to continue to help countless individuals (Veterans and children and adults with special needs). The Green alignment between Coit and FM 1827 for the expansion of US Highway 380 is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. Green alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment B and E would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. For those making the final decision, please allow ManeGait to continue the healing of their riders in an uninterrupted atmosphere... lives are counting on it.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

726	Lou Phillips	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.</p> <p>Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
727	Louis J Streit	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road.</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
728	Louise Bewley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road.</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

729	Luke Miller	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
730	Luzyue Devillers	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
731	Lydia Gober	4/6/2019	Email	<p>My name is Lydia Gober. I am a resident of McKinney at [REDACTED]. I live near Hwy. 380 and I hear it's noise and see the high traffic. Expansion of this roadway may help traffic, but it could destroy beautiful small farms and this very important resource of ManeGait. Many have moved north and west only now to hear that it could all be interruptive to a hoped-for scenic living experience. As the least disruptive expansion, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

732	Lynette Terrell	4/5/2019	Comment Form	<p>My name is Lynette Terrell. I live in WALNUT GROVE at [REDACTED]. I am adamantly opposed to any bypass. Every time TXDOT has asked for comments I have always said that I enthusiastically support keeping 380 on 380. I remain steadfast in my belief that the GREEN alignment is superior to any bypass options you have suggested. 380 already has a very large footprint. It seems only logical to expand 380 in its current alignment. Creating a bypass would destroy homes, divide neighborhoods, and create a maze of concrete going through the Northwest Sector. Not only my neighborhood, but MANY other neighborhoods would be affected. Even though property may not be "impacted" by your definition, the quality of life of having a LAR literally feet from your door is devastating. I am particularly am opposed to the Red options that that come into my neighborhood, Walnut Grove. The Red B option destroys MainGait, which is a wonderful facility serving many. Red B is also just a few hundred feet from me and directly impacts and displaces at 2 of my neighbors. The Red E option is even more invasive. It destroys Lowe's, enters Walnut Grove, and proceeds north while destroying several homes and properties in its wake. Even though it barely misses MainGait, it still has its effects of notice and pollution on the facility. As the bypass leaves the MainGait are, it destroys more, long-established homes in Walnut Grove. From my northwest property line, I would be approximately 100 feet from the edge of Red E (please see attached map). It seems with every new potential alignment introduced, more homes and properties are compromised. I notice that Red E ROW has been reduced to a narrower footprint. Since this engineering doesn't seem to be objectionable to TXDOT, why not apply the same concept in front of Tucker Hill and Stonebridge. I know you are already considering it on the GREEN alignment. By adopting the GREEN alignment, you would be GOING BY neighborhoods, not THROUGH them. Any objections by Tucker Hill and Stonebridge could be mitigated by landscaping, berms, noise abatement design, cantilevering etc. It wouldn't take much extra ROW to make that work. This seems a far better option than cutting across Walnut Grove, a neighborhood that has been established for well over 40 years, I, myself, have been here since 1978. I went back and listened to the McKinney City Council Work Session, April, 30,2018 and was rather taken with the words of Councilman Rogers while addressing Mr. Endres during a presentation of bypass options looping above the existing 380. I quote, "One other quick question, the loop that goes out, to me, that's where McKinney is growing and if you've ever driven out there, have you personally driven out there? That is magnificently beautiful property and land through there. To me, if you take a limited access highway going through that pristine beautiful land there, I think it devalues everything that it goes around. Limited access highways do not bring commercial stuff in that area. I look at the limited access around Denton; there are some schools, an old nasty highway, I picture that going through the north pristine side of McKinney, and that is the jewel of McKinney going forward to be able to build that and I don't see that even as an option when you look at where McKinney is growing and how it should grow. That's why my thought, as my good friend on the council, La' Shadion, says, the best way to get somewhere is a straight line. So, that's the other thing I'd like you to consider, the kind of damage you will do to some of the rolling hills and beautiful areas of McKinney." At this point Mayor Fuller interjects, "and Walnut Grove." One of Mr. Roger's statements particularly resonates with me regarding the fact that an LAR devalues everything that it goes around. This is so true especially in Walnut Grove. Please don't change the character of our neighborhood. One last thought- please encourage McKinney to build out the arterials, particularly east and west. Currently, there are no arterials that connect Custer to Highway 75. there are three east/west arterials in the works but they really need to be build ASAP. If the north/south arterials were also expediated, traffic would be greatly relieved on 380 IMMEDIATELY!</p>	<p>Comment noted. The green alignment would displace more homes than any red alignment.</p> <p>None of the proposed alignments divide an existing neighborhood.</p> <p>Red E can use a reduced ROW section only in the area adjacent to Custer Rd, because Custer would act as the frontage roads. This is not something that can be done at other locations.</p> <p>The alignment between Tucker Hill and Stonebridge have a reduced ROW because the frontage roads can be removed for short segment. Drawings of the typical sections being considered are available in the public meeting boards posted on Drive380.com.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
733	Lynn Canavan, MD	4/9/2019	Email	<p>As a physician at Baylor Medical Center of McKinney, I support Green alignment for access to our hospital. I also support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
734	Lynn Ellis	4/9/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at</p>
735	Lynn Paul	3/28/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
736	Lynn Paul	3/28/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
737	Lynn Snoddy	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

738	Lynn Tripp	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
739	Mac Whitson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
740	Mackenzie Ghaemmaghimi	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have a direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
741	Maddox	3/28/2019	Comment Form	<p>We feel Proposal E is the best. We feel Proposal E is the best for businesses in the city.</p>	<p>Comment noted.</p>

742	Madelyn Martinez	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
743	Madison Gilmore	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Furthermore, I would like to add that I was a volunteer for a few years at ManeGait and the impact ManeGait has on both the riders and the volunteer members is truly amazing. I would really hate to see the original location be torn down, especially for the risk of the business shutting down completely. Seeing the love these children have for the horses and all of the hard work people do to give back is inspiring and heart warming! Giving special needs children the opportunity to enjoy learning something new and enjoy the outdoors is incredibly important for them and this is such a special environment. So much time and care is put into training the animals and the people and maintaining this wonderful place and I would hate to see it uprooted from where it all began!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
744	Manuel Gonzalez	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

745	Marcia Harding	3/28/2019	Comment Form	<p>Please say 'NO' to 380 Expansion. Please choose Option Red B as the bypass route to 75. The numbers, in terms of actual cost (\$192M) alone should be reason enough (as compared to Red A & Red E). The disruption along 380 (if it is chosen) would be horrendous, expensive and really, long term, how would any expansion of 380 beyond this development ever be practical??? As a resident of Stonebridge Ranch in McKinney, I DO NOT want to experience increased traffic noise, most especially decreased property value, if 380 is expanded. A BYPASS would not only allow for improved traffic flow on 380 but would save taxpayers millions of dollars, both at completion and in the distant future when inevitable development & traffic would necessitate further infrastructure development. Respectfully, Marcia Harding.</p>	<p>Comment noted. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
746	Maria L Martinolich	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
747	Maria Mercer	3/28/2019	Comment Form	No Bypass Please widen 380	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted.</p>
748	Maria Morgan	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
749	Marianne DeJong	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

750	Marion Yancey	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
751	Marjo Maisterra	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
752	Mark Bunker	3/28/2019	Comment Form	<p>I like the original Red option B over E, but either of these are better than the other alternatives. I am in favor of a bypass route instead of focusing on 380 because of the lower overall impact, lower cost, and the additional throughput that a bypass provides through the county. Please don't let the "NO BYPASS" supporters make your decision. They want the 380 only option just to keep the freeway out of their backyard. The west bypass routes, B or E, are the least disruptive overall.</p>	<p>Comment noted.</p>

753	Mark Criss	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
754	Mark Fitzgerald	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
755	Mark H. Mazzolini	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

756	Mark J Wilkinson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
757	Mark Johnson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
758	Mark Johnson	4/9/2019	Email	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. Thank you.	<p>Comment noted.</p>
759	Mark Jones	3/28/2019	Comment Form	With the outer loop on the near horizon, has sufficient study been applied for the long-term benefit and VALUE of a bypass? More effort should be focused on enhancing 380 for local traffic. The transportation traffic will be attracted to the outer loop. There is a high probability the bypass will not serve its intention once the outer loop is built and will become expensive maintenance in 10 years	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
760	Mark Wilson	3/28/2019	Comment Form	Just keep 380 on 380. If you didn't think 380 would be the next 635, Bush, or 121 your not very bright. Nothing else will work.	<p>Comment Noted</p>
761	Marla Bishop	3/28/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. The other options for alignment would shut down this organization that is extremely valuable to our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
762	Marla S. Davis	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would hutr the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional organization and the people with disabilities they serve	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

763	Marlene Diaz	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
764	Martha Castleberry	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at</p>
765	Martha DeAnn Pruett	3/28/2019	Comment Form	<p>I support the 380 on 380 (Green) alignment. While construction costs may be more to upgrade the current 380, it does not disrupt people's lifetime homes or have the environmental impact that the by pass options threaten. It (the green option) is certainly going to impact business on 380, but history and statistics tell us that businesses will return bigger and better within a very short period of time. Please consider that the same is not true of the environment or individuals' homes and lives! Please vote for 380 on 380 (Green) option!</p>	<p>Comment noted. From County line to County line, the green alignment is estimated to displace more homes than the red alignment.</p>

766	Martha Wells	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
767	Mary Ann Pierce	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
768	Mary E. Price	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
769	Mary Garcia	4/4/2019	Email	<p>COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

770	Mary Martha Stewart	4/4/2019	Email	COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Thank you for your consideration.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
771	Mary Mikula	4/1/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
772	Mary Nugent	3/28/2019	Comment Form	You can tell from my address that I am one of those affected property owners with the new red option E. I and my husband strongly oppose any bypass north of 380 at least from Prosper to 75. I understand this is viable and want this to be your focus going forward. Why do you want to destroy my neighborhood (Walnut Grove) that has existed for decades? Please keep 380 on its current path solving the transportation issue with your engineering genius I know you have.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.

773	Mary Sutherland	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
774	MaryAnne King	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Please note, I strongly prefer RED Option-B as it appears it will have less impact on currently developed residential and business areas and once this work is undertaken and complete new development can occur in accordance with the new roadway structure.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
775	Mathew Martinez	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
776	Matt Holmes	3/28/2019	Comment Form	<p>The Bypass (if needed) must stay far from Windsong Ranch. This community is full of children. Safety to our children must be out #1 priority.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Alignment options are still being evaluated and any future improvements will be designed to enhance safety.</p>

777	Matt Kieffer	4/11/2019	Email	I support the GREEN alignment between Coit Road and FM1827 for the expansion of US HWY 380. It is the optimal and most efficient path for the east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent non profit organizations ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. We attend the Gala at the Gait every year and see how much good this facility does for the people that use its services. My daughter also volunteered there and it helps kids see they can make a difference in other people's lives as well.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
778	Matt Lear	3/28/2019	Comment Form	I'm a fan of Red E or Red B. Less impactful to my neighborhood. Tucker Hill, but also less impactful to commercial along 380 east of Custer. It seems like a no-brainer to champion the least impactful choice.	The current proposal under consideration for the green alignment between the Tucker Hill and Stonebridge neighborhoods is for a depressed/compressed segment with an average right of way of 240 feet wide. At this ROW width, the segment would not have access ramps. Between the two neighborhoods in this segment, there are two impacts to business properties, zero impacts to residential properties, and zero residential or business displacements.
779	Matt Ludwick	4/4/2019	Email	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
780	Matthew & Debbie Savoy	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
781	Matthew Bott	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
782	Matthew Cox	4/2/2019	Email	Dear Stephen, My name is a Matthew Cox and we live at [REDACTED] in McKinney. As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>

783	Matthew Hayes	3/28/2019	Comment Form	Please fix 380 on 380. Prosper is opposed to a bypass of any sort the current new alignment B going through Prosper would be detrimental to Prosper's tax base by removing numerous businesses at 380 and Custer. Tax revenues of \$4 million would be lost through this alignment. Countless employees of those companies would be displaced. Additionally, the bypass will not be utilized by commuters as expected as it will take drivers out of their way. Fix 380 on 380.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
784	Matthew J Gingerich	4/10/2019	Email	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
785	Matthew Storey	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

786	Maureen D. Dudley	4/8/2019	Email	<p>Hello, I recently moved to the McKinney area. As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road right in my neighborhood. The Green Alignment and Red Option-A will depress home values-- including mine--in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Please enact one of those two options.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
787	Megan Elkins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community</p>	<p>There is not a 4 level interchange proposed near Ridge Road</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
788	Megan Gordon	4/9/2019	Email	<p>I have read about the proposed alignments the Texas Department of Transportation is considering between Coit Rd. and FM 1827. I support the GREEN alignment for the expansion of US HWY 380. I believe it is the most efficient path for traffic through the cities of Prosper and McKinney, as well as the optimal choice. I believe a bypass is unnecessary. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Which provides services to children and adults with disabilities as well as veterans and first responders. Both Red Alignment B and E, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
789	Melaine Giordano	4/4/2019	Email	<p>COMMENT: "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services." Thank you for your consideration, Melaine</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

790	Melinda Robison	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
791	Melissa Bowma	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
792	Melissa Sanders	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

793	Melissa Whitecotton	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services." My daughter has volunteered there for 5 years and she has witnessed the tremendous need this organization serves and the amazing impact it has on peoples lives. This is one of the most well run non -profits I have been involved with and it would be an unthinkable mistake to displace such an incredible charity.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
794	Melone Bulice	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
795	Michael & Brenda Istre	4/4/2019	Email	I am writing to say that any bypass route that comes through or near Man Gait will be doing a large disservice to the area. They provide a much needed service to veterans, autistic children and adults and others that benefit from the therapeutic horsemanship facility. The noise level would be detrimental to the people using the facility. Due to this I prefer the green option or Red alignment A. McKinney wants a bypass so keep it in McKinney.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
796	Michael & Coralinn Maus	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
797	Michael Blair	4/5/2019	Email	Stephen, for the life of me I cannot understand why we are considering building a road into the countryside as a bypass. Such a waste of land and negative impact on our properties. Maybe you are in Austin and don't realize that this area the state wants to build into is beautiful private property. You have got to be kidding me. Someone in Austin who thinks this is a great idea doesn't live up here and has no idea the impact; it just looks interesting on paper. DO NOT DO THIS. It brings traffic and highway noise into new areas of the community! All of us who live here chose it because it is at the end of the metroplex and has a great feel – running highways through that area is STUPID. There is no other way to say it. Just build an overpass on an existing road like EVERYWHERE ELSE in Dallas. What are we getting "creative" out here?? I am STRONGLY petitioning for the GREEN ALIGNMENT which expands 380 onto the existing 380 corridors. You can call me anytime to discuss – [REDACTED]	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.
798	Michael Cusick	3/28/2019	Comment Form	Thank you for all your time and effort on the 380 bypass issue. I recommend bypass option B, west of Lowes, as the least disruptive and least costly alternative. It will also be the least disruptive to houses and access to major neighborhoods. The financial impact of the City of McKinney if 380 was to be widened from Custer to US75 is unimaginable, but significantly higher than all other options. PLEASE KEEP THE BYPASS WEST OF CUSTER.	Comment noted.
799	Michael Galli	3/28/2019	Comment Form	My name is Michael Galli and I own & live at the home located at [REDACTED] in Erwin Farms McKinney. I just invested hundreds of thousands of dollars to get away from a highway so that my family can be safely away from noise and air pollution while resting peacefully in Erwin Farms for many years to come. I made my investment in my family's future based on these facts, and now an intrusive alternate bypass option threatens that. Please think about the millions of dollars residents like me invested in this area based on these assumptions. Now please realize that the residents & businesses on US380 made these same respective investments and assumptions, but accepted doing so on 380. Im in support of an alignment that stays on the current footprint as planned.	Comment noted.

800	Michael Helton	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
801	Michael Hennig	3/28/2019	Comment Form	<p>The new alignment 'E' still encroaches on the property of existing residential and future residential sites. The total disruption of future growth by moving 380 off of Hwy 380 has a greater negative impact on future growth and division of property. Expanding 380 on the existing Hwy 380 allows for cities to use the land that is being proposed for 380 realignment paths to benefit their future planned town growth. In summary Expanding Hwy 380 on the existing Hwy 380 is the best option for all involved.</p>	<p>Comment noted. It is impossible to avoid impacts to residential property and residential displacements due to the amount of existing development.</p>
802	Michael Johnson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
803	Michael Kaltenbaugh	3/28/2019	Comment Form	<p>RED OPTION B is the best alternative to a bad situation</p>	<p>Comment Noted</p>
804	Michael Kaltenbaugh	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>

805	Michael L. Crowder	4/5/2019	Email	I hope that TX DOT will strongly co sided the Green Route or Option A as I don't want to affect the great work that Mainegate Therpeutic Horsemanship does for the local community. I also don't want major disruptions to my community for the benefit of only the residents and people who work in McKinney. I think it makes no sense to destroy existing businesses or lower property values in the Prosper area for the sake of convenience.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
806	Michael L. Green	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
807	Michael Maus	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

808	Michael S. Cook	4/10/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Thank you for the opportunity to offer my opinion and your consideration of my opinion.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
809	Michael Smith	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
810	Michael Sweeney	4/9/2019	Email	<p>Please do not implement a bypass plan that has a negative impact on Mane Gait Therapeutic Horsemanship and will negatively impact many lives. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US Hwy 380.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

811	Michael Testa	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
812	Michael V. Cue	4/8/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
813	Michael Yon	4/10/2019	Email	<p>I really can not believe that anyone would believe that destroying businesses, non profit org., and homes along 380 would be better than a by pass that goes through mostly undeveloped areas. I understand that it does effect some homes and businesses on long the by pass route, but those are far fewer.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
814	Michael Yon	4/10/2019	Attachment	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

815	Michael Zimmerman	3/28/2019	Comment Form	380 is a great major road that allows traffic to flow. Do not re-direct traffic off 380. This does not improve traffic flow. The enhancements made @ Preston & the North Dallas Toll Road are much more effective – efficient ways to move traffic.	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>
816	Michele Huiatt	4/5/2019	Email	COMMENT: I support the Green Route of expansion of 380 on 380. It is the most efficient way to go east/west bound through the cities of Prosper and McKinney. Nobody wants to travel further out of their way, a straight shot on 380 is the most efficient of everybody's time. It would also preserve the beautiful land that people moved here for and save the ManeGait facility which is extremely beneficial in the community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
817	Michele Lumley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
818	Michelle Cao Young	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
819	Michelle Gamble	3/28/2019	Comment Form	I'm in favor of Red Alignment (A). It's important to protect ManeGait & Farmhouse fresh businesses. Thanks.	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

820	Michelle Payne	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
821	Michelle Walker	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
822	Mike Allcorn	3/28/2019	Comment Form	<p>I am strongly in favor of the Red Bypass B. It is the option that offers the fewest disruptions to residential and commercial properties and makes the most financial sense. It is obvious to me that a bypass is essential to maintain the homes and businesses along 380 and also provide an alternate to 380. The city of Prosper is trying to not compromise any property at all but we know that this a regional issue not a city one and the Red Bypass- B offers the fewest casualties. Please consider my plea- Red Bypass B!</p>	<p>Comment noted.</p>
823	Mike Bell	3/28/2019	Comment Form	<p>Perfer Red option B only. No to Red option E. No to Red option A - overloads 380. And just adds to the Custer/380 intersection mess</p>	<p>Comment noted.</p>
824	Mike Bundick	4/1/209	Email	<p>Thanks for your consideration</p>	<p>Comment noted.</p>

825	Mike Bundick	4/1/2019	Attachment	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
826	Mike Grayson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
827	Mike Istre	3/28/2019	Comment Form	<p>Keep 380 on 380. Answer to the will of the majority and not a handful of politically connected people. Do not upset people's lives and homes. McKinney should not have allowed businesses nor homes to locate so close to 380. Poor planning on the developer – (money \$)</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted.</p>
828	Mike Kohl	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

829	Mike McConnell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
830	Mike Shepard	3/28/2019	Comment Form	<p>Please expand the Highway on 380 and do not create a bypass. I understand that there are businesses that will be affected and they will be able to relocate. There are hundreds of homeowners that purchased their house for their families. They chose a location and to have a 6 lane freeway in their backyard & vicinity will affect their values & lifestyles. Homeowners that purchased in Tucker Hill & the North side of Stonebridge were aware there are close to a highway when they made the decision. Staying on 380 is the best, most economical alternative.</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
831	Mike Vinson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
832	Mike Wiles (Cindy)	3/28/2019	Comment Form	<p>We live in Walnut Grove on Custer Rd and <u>do not want any bypass</u>. Option "E" would wipe out my house and property value and those of my neighbors. Widening 380 on 380 is the best-long term, would take out businesses short term, but would provide far greater benefits long term.</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
833	Mikka James	4/7/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
834	Mitch Phillips	4/12/2019	Email	<p>I support the green alignment in Prosper and McKinney. I live in Whitley Place and purchased my house in the neighborhood because we knew where they proposed the highways to be. The green option is the fastest from point A to B. Also, McKinney's lack of planning on 380 should not make Prosper suffer. Thirdly, some of the alignments would affect schools that Prosper ISD has planned for. Fourthly, the bypass options would effect Main Gait, a prominent non-profit. The bypass options also affect the distance between highways when the new Collin County loop is built(not being the suggested 5 miles apart). In summary, the green route through Prosper and McKinney makes the most sense.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

835	Mitchell Mize	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
836	Monica Cascio	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
837	Monica Gallegos	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

838	Monica Quiros	3/28/2019	Comment Form	I support fixing 380 on 380. As a real estate professional & resident of this immediate area for 13 years now, 380 has to be modified from its current state and a bypass is going to be useless. More harm than good and wont fix 380s issues or really even alleviate them temporarily	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
839	Monte Self	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
840	Ms Garayua	3/21/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

841	Msue Vanness	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
842	Nancy & Randy Ball	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
843	Nancy Ball	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

844	Nancy Chamberlain	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
845	Nancy Evelyn	3/28/2019	Comment Form	<p>We are very concerned about the bypass running too close to Whitney Place. The noise disruption to our development, not to mention the increased crime that a freeway brings is not acceptable to us. We therefore must say we don't think the new segment you've proposed (E) solves the problem. It only causes problems for us. We ask you to keep 380 on 380.</p> <p>Nancy Evelyn</p>	<p>Comment noted.</p>
846	Nancy Gilbert	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
847	Nancy J Murphy	4/4/2019	Email	<p>in favor of the Green Option.</p>	<p>Comment noted.</p>

848	Nancy James	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
849	Nancy Kearns	4/4/2019	Email	<p>We support the green alignment! Keep 380 on 380 and keep Manegate safe do it can continue helping so many children and veterans!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
850	Nancy Lawrence	4/6/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
851	Nancy Longhander	3/28/2019	Comment Form	<p>No bypass. No cutting through neighborhoods. Widen 380.</p>	<p>Comment noted.</p>
852	Nancy Matz	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

There is not a 4 level interchange proposed near Ridge Road

853	Nancy Stogsdill	3/28/2019	Comment Form	380 should be fixed on 380 in its current alignment. The entire "ByPass" idea makes no sense to most because the green alignment (fix on 380) scores higher from a safely aspect, most drivers are headed south to get to 75/south and wont take a ByPass going in the opposite direction is outrageous. The town of Prosper will never agree to this. Please fix 380 on 380. It only makes sense.	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
854	Nancy Villar	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.</p> <p>Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
855	Natalia F Page	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.</p> <p>Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
856	Neeraji Chaurasia	4/15/2019	Email	Dear Stephen, I am Neeraj Chaurasia, living in Robinson Ridge (North). I would like to share my view on proposed two 380 alignments. I bought this house around 2 years back and selected this area so that i can live at a peaceful place with out traffic noise and lots green space. After looking the proposed 380 bypass option it looks like that highway will pass just 100-200 meters from my house. It will be very difficult to live in this noisy environment. Also I feel that in case of 380 bypass there will be lots of hops (Not straight road), which will increase commute time/distance. 380 bypass will also affect many families and communities living in affected arias then improving existing 380. I would also like to add that due to 380 bypass my house prices will go down and I will be in loss once 380 bypass will be constructed. To conclude, I would like to register my vote for improving existing 380 alignment and not to go for 380 bypass.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

857	Nelson Smith	4/4/2019	Email	<p>Though I am a resident of Stonebridge Ranch, I do not agree with their proposals. SRCA has spent a lot of money, money taken in from dues that I pay, to lobby for different routes. Several of their suggestions are not taking into account the impact it will have on other communities and non-profits. They have a selfish goal, and quite frankly I don't believe their concerns of a negative impact on Stonebridge Ranch are founded.</p> <p>Though I know it is more costly and will impact businesses that have built out close to the current 380 HWY, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. To me it is a more optimal street, and quite frankly provides access to the new HWY to more individuals. The Red paths to me really provide little improvement in traffic since it in essence bypasses a good section of HWY that already has heavy traffic. The green path is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p> <p>BR/ Nelson Smith</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
858	Nic Pitts	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.</p> <p>Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
859	Nicholas Pitts	4/11/2019	Email	<p>I am sure you have had a wonderful time sifting through the emails related to each proposal for the potential bypass. I am a resident of northern McKinney (StoneBridge Ranch) & would like to cast my vote/opinion. I vote for Red Alignment B It has the least impact on home/business owners and bypasses the largest chunk of HWY 380. Not to mention, this option should reduce the daily headache of commuters once construction starts. I wish you the best of luck!</p>	<p>Comment noted.</p>
860	Nick Abbott	4/10/2019	Email	<p>Stephen, for the life of me I cannot understand why we are considering building a road into the countryside as a bypass. Such a waste of land and negative impact on our properties. Maybe you are in Austin and don't realize that this area the state wants to build into is beautiful private property. You have got to be kidding me. Someone in Austin who thinks this is a great idea doesn't live up here and has no idea the impact; it just looks interesting on paper. DO NOT DO THIS. It brings traffic and highway noise into new areas of the community! All of us who live here chose it because it is at the end of the metroplex and has a great feel – running highways through that area is STUPID. There is no other way to say it. Just build an overpass on an existing road like EVERYWHERE ELSE in Dallas. What are we getting "creative" out here?? I can tell you from my experience in Utah that getting creative in these Rural parts just creates more headache. Stick with the plan that works. I am STRONGLY petitioning for the GREEN ALIGNMENT which expands 380 onto the existing 380 corridors. You can call me anytime to discuss – [REDACTED]</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>
861	Nick Nordman	4/12/2019	Email	<p>Stephen I know we have talked on the phone and also thru email throughout the 380 process. Wanted to send this email to further state my position on the last meeting. I am in support of the green route as this will save not only the viability of the north west corner as a much need tax base for the city of Prosper. Prosper does not have the population nor the land for a commercial tax base that the city of Mckinney does. This will be detrimental to the tax base and tax burden for the residents of prosper not to mention Prosper isd. Also the bypass routs B and E take out Maingate. While you might say E does not take them out it truly does and they will not be able to offer their services to the people who need it most. This is not just a building that they can relocate they need the land to make their mission work.</p>	<p>Comment noted.</p>

862	Nicole Middleton	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
863	Nicole Murphy	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
864	No Name	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

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865	No Name	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
866	No Name	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
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872	No Name	3/28/2019	Comment Form	<p>1st Option: Widen 380 No traffic on 380 will exit to a bypass through Walnut Grove! If you really want to make a difference. 2. Recommendation: Connect to Prosper Trails at Coit Rd with (4 lane) East Past Custer Rd on Bloomdale Rd. all the way to 75 by the Court House. 3. Recommendation: Widden Frontier Pky (FM 1461) (4 lane) from 289 around to connect with Bloomdale Note: Recommendations 2 and 3 would take most if not all Prosper Traffic, Calivar traffic and a lot of Rural Denton Country traffic off of 380 to mckinney. also Recommendation 2 would service the 145 acres at (CR 123 + 124) scheduled to be covered with apartments. also would service all of Aikman property on North side of Bloomdale Rd also scheduled for multiple family housing. It would also service the future Prosper High School Campus already purchased from Aikman Property. Thanks for reading.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p> <p>Initial traffic analysis has shown that an alignment as far north as Frontier Pkwy will not satisfy travel demand based on projected populations.</p>
873	No Name	3/28/2019	Comment Form	<p>Please don't count the sea of red shirts as impacted citizens. The meeting is intended for property owners within 1000' of 380</p>	<p>Comment noted.</p>
874	No Name	3/28/2019	Comment Form	<p>When will there be a public hearing on the new proposal? So the only chance is a sharper turn to Custer so it now "only" goes through Lowes corner in Prosper. Why do you think this a better option. This is intended to be a bypass for McKinney so why go through Prosper at all? And why do we need a bypass anyway? The outer loop is only a couple of miles further north. What is wrong with 380 and the outer loop as the bypass for 380? Don't understand the need except Judge Self is doesn't want anything passing by his house. Judge Self is a jerk and TXDOT is in his pocket. How much does TXDOT contribute to his reelection campaign??</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>This project is currently in the feasibility phase. After the feasibility study ends, the project will progress to schematic design and environmental study. A public hearing will be held near the end of the environmental study. The timeline for holding the hearing has not yet been determined.</p>
875	No Name	3/28/2019	Letter	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
876	No Name	3/28/2019	Comment Form	<p>The interchange at 289 / tollway seems to work well wow the project is complete. The tollway as an exit makes a great deal of sense. It seems logical that the same concept would be beneficial all along 380 going east from the tollway particularly at 75. Each major road (ie lake Forest) could be an exit and some of the current 380 could function as a service road in order to continue to access the businesses along 380 easily.</p>	<p>Comment noted. Traffic analysis indicates that providing overpasses, also known as grade separated intersections, along the existing US 380 would still experience a failing level of service for congestion and delay.</p>

877	No Name	3/28/2019	Attachment	<p>On Saturday and Sunday I drove US 380 to US 75 and there was a minimum number of cars on road compared to traffic on Monday thru Friday. The individuals living in the communities West of Collin County are trying to get to US75 to go to work in Dallas. Instead of trying to increase the size or the number of roads going West to East why do we not increase the roads number of roads going North to South from Denton County. This would resolve the problem West to East and fix the North to South problem. This may be accomplished by increasing the size of the North Dallas Toll Road or tunneling under the Toll Road. If another loop is needed we may need to do what has been done in the past. Beltline was the loop around Dallas and five other counties, then 635 loop across the North Dallas expanding northward then five miles North the Bush increased our northern direction, and in another 5 miles we now have 121 which extends from one side of Dallas to the other, but 380 five miles North of 121 was a main highway between Denton and Greenville to connect 30 and 35. If we need a new loop it should be at least five miles North of Denton, McKinney, Princeton, Farmersville, and Greenville or somewhere North of these cities and South of 82.</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p> <p>North/south route studies are being led by the North Central Texas Council of Governments as part of the Collin County Strategic Roadway Plan.</p>
878	No Name	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
879	Nolan Kipp	4/12/2019	Email	<p>I strongly prefer the green alignment and building a freeway on the existing road. I understand that McKinney needs a concrete plan for current 380 highway, but a bypass seems like a short term solution for a long term problem.</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
880	Norm Hedrich	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

881	Norma Hesdorffer	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
882	Norman Gebhard	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
883	Octavian Covaci	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

884	OJ Tastesgood	4/4/2019	Email	<p>My name is Piper Fakkell and I am a rider at ManeGait. I live at [REDACTED] in McKinney. It takes about 10 minutes to drive to my therapy from there. ManeGait is most convenient time wise in the location that it's in. With that being said, I fully support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p> <p>Please don't move the location of my therapy at ManeGait!</p>	<p>Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
885	Oliver Cromwell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
886	Pam Hatch	4/4/2019	Email	<p>I am compelled to add my voice to this significant debate about the potential options for routing the growing volume of traffic through the cities of McKinney and Prosper. I used to be a McKinney resident but now live in Frisco. I travel US HWY 380 on a regular basis to The Samaritan Inn and ManeGait Therapeutic Horsemanship where I volunteer. As I look at the various options I want to voice my support for the GREEN alignment. Certainly there is some personal interest because ManeGait has been an important part of my life for the last 11 years – I have witnessed many minor to amazing miracles with the families and riders served by this program. I also have grown to love the open spaces and beauty of the open country around the communities along this corridor. It seems to me that using the path already established by 380 is by far a better choice versus adding yet another ribbon of highway through that open land and the likely commercialism that will follow. And of course I like the GREEN option because it preserves ManeGait and it's amazing program within easy reach of the surrounding cities and neighborhoods.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

887	Pamela Grayson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.</p> <p>Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
888	Pamela Nishimoto	3/28/2019	Comment Form	<p>We have been PROUD Texans for over 15 years – choosing to move to a rural community and being part of the positive efforts for years to make Prosper and Collin County and North Texas the DESIRED destination it has become. The Future of North Texas is at stake – not only our Town! Keep 380 on 380 as was intended when the thoroughfares were mapped out in the planning of this region. Every homeowner or business who's chosen to live on/or near 380 knew what they were getting. DO NOT negatively impact the generations of residents and business owners who believe your plans were truth. #Keep Main Gate #Keep Walnut Grove #Keep Lowes #Keep Prosper #Keep 380 on 380 suggested your plans encroach on ALL of our lives. The only noble option is keep 380 on 380.</p>	<p>Comment noted.</p>
889	Pamela Nishimoto	3/28/2019	Comment Form	<p>The violently <u>dangerous vehicular accident today</u> on 380 is one <u>more</u> reason to keep 380 on 380. Do not move the masses of traffic to bulldoze through small communities, established businesses, thriving neighborhoods, local schools, non-profits like MANEGAIT. We do <u>not</u> want increased dangers. Spend the time and money making your <u>existing</u> 380 less of a deathtrap. I've lost <u>several</u> friends already on 380. Respectfully – keep 380 on 380.</p>	<p>Comment noted. Any future improvements will be designed to enhance safety. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
890	Pamela Sherry	3/28/2019	Comment Form	<p>I strongly support improving 380 (as it is in need of improvement whether or not a bypass occurs). Fixing 380 only (no bypass) aligns with the current footprint as planned in McKinney, Prosper, and Frisco and has significantly less impact on residential homes and families. NO BYPASS !</p>	<p>Comment noted.</p>
891	Pat & Ron Justice	3/28/2019	Comment Form	<p>I live in Prosper. We are still in our infancy while McKinney has tons of commercial builds. You hurt Prosper by trying to take our future commercial lands. McKinney has a lot of ETJ that can be used. They should have done something about 380 long ago. Instead, they allowed businesses & home developments to build almost right up to 380. Please do not punish Prosper for McKinney & Tucker Hill developers bad decisions. Thank you -</p>	<p>Comment noted.</p>
892	Patricia DeLeon	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Thank you!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
893	Patricia Nelson (ManeGait)	3/28/2019	Comment Form	<p>ManeGait will not be able to continue to operate with either Red option – it will not be safe for our riders to be mounted on horseback in such close proximity to 2 major roadways (sandwiched in between). Children with autism will no longer be able to receive therapeutic benefit in this environment and this is the majority of our client base! Option E does nothing to help MaineGait and negatively impacts so many people!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

894	Patricia Singer	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
895	Patricia Standish	3/29/2019	Comment Form	<p>I SUPPORT BYPASS RED B PLEASE DO NOT WIDEN 380. WE NOW HEAR THAT DARLING HOMES IS NOT IN SUPPORT OF A BYPASS NEAR THEIR PROPERTY AND THAT TXDOT CAPITULATED BY REDRAWING A NEW ALIGNMENT = RED E. YOU CAN GO WINT EINTER OPTION SO LONE AS YOU DO NOT WIDEN 380</p>	<p>Comment noted.</p>
896	Patrick Ollila	4/4/2019	Email	<p>Our family of 5 support the GREEN alignment KEEPING 380 ON 380. We moved here last year to WillowWood community because of the surrounding area wetlands, which we assumed because of the flooding and wildlife habitat would be safe from development. The bypass would directly cut through the edge of our neighborhood, displacing homes and creating significant property value decline, noise and traffic pollution as well as ruining a very large swath of natural habitat/beauty along the bypass. Please keep 380 where it already exists so we keep Mckinney UNIQUE BY NATURE.</p>	<p>Comment noted. None of the bypass alignments would displace any homes in the Willow Wood neighborhood. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
897	Paul Marshall	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

898	Paul Rancuret	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
899	Paul Riddle	4/8/2019	Email	<p>Dear Sir, I am writing as a Collin County resident and business owner who has for the last decade supported the mission of ManeGait. Please consider the Green Alignment for the 380 Project, expanding the existing 380 corridor as it currently exists, with no bypass through the ManeGait property. ManeGait has made a huge impact in our community through their empowerment of children and people with special health needs, and it would be a huge shame to see their work destroyed. Thank you for your consideration.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
900	Paul Scheibe	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX , I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
901	Paul Schlittler	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

902	Paula Bodine	3/28/2019	Comment Form	<p>Unfortunately, the proposal of yet another ByPass alignment (Option E) indicates that TXDOT is not listening to their own October survey where the <u>majority</u> of respondents said Fix 380 on 380. Prosper Town Council opposes any option thru Prosper, and I personally oppose <u>any</u> bypass option. 380 will still require improvement, regardless of a bypass option and should be factored economically into the cost estimate of all Bypass solutions. How does the Outer Loop impact usage of any Bypass ?</p>	<p>Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
903	Paula Browning White	4/4/2019	Email	<p>I support the GREEN alignment between Coit Rd and FM 1827 for the expansion of HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
904	Paula Murdock	4/3/2019	Email	<p>My neighborhood and home will be effected by widening 380. While it is true we purchased a home near 380 never in our wildest thoughts did we think it would end up being a freeway. With the city and the area growing why would the freeway not be placed where more homes and businesses will be going?</p> <p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p> <p>Thank you VERY concerned homeowner</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
905	Peggy Sweeney	4/9/2019	Email	<p>I have known of the Mane Gait ministry for many years. This is an unusual giving ministry helping many adults and children.</p> <p>I would like to support your two proposals that would protect and contain this ministry. GREEN Alignment and RED Alignment A.</p> <p>Thank you for your consideration.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
906	Peggy Weintraub	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

907	Peter Carrell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
908	Phila Parr	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
909	Philip Charles	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

910	Phill Bowen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
911	Preston Larson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
912	Qi Yu & Siyuan Lu	3/28/2019	Comment Form	We Support Red E option	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted.</p>
913	Rachael Kissel	3/28/2019	Comment Form and email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

914	Rachel Grayson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
915	Rachel Kinder	3/28/2019	Comment Form	<p>The new bypass option will go through Prosper, Texas. The Prosper city council has voted against this. Additionally, the new bypass option will demolish Lowe's, a major business tax contributor of Prosper as well as a business that supports our veterans. TxDOT continues to favor McKinney Mayor Fuller & the residents of Tucker Hill and Stonebridge Ranch and fails to acknowledge other communities along 380. It is very interesting that Mayor Fuller is the President of Stonebridge Ranch Commercial Association and is using his role as Mayor of McKinney to benefit his financial interests and investments with the help of TXDOT. The TXDOT bypass options are leaving citizens to conclude that the 380 conclusion will be reached based on politics/financial interest of politicians and not based on what is best for Prosper, McKinney, Princeton, etc.</p>	<p>Comment noted.</p>
916	Rachel Nichols	3/28/2019	Comment Form	<p>Running the proposed bypass down 123 will naturally change my neighborhood, Heatherwood. Via noise, pollution, light pollution and cut off the neighbors to the north as well as affecting access to the new Prosper High School. Keep 380 on 380</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. A traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road.</p>
917	Ravi Kacker	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

918	Ray Paul	4/4/2019	Comment Form	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US Highway 380. It is in my mind the optimal and most efficient way to route traffic through McKinney and Prosper. I feel a bypass is unnecessary and scar the beauty of the community. The GREEN Alignment will also help preserve a vital nonprofit organization in Collin County, ManeGait Therapeutic Horsemanship. This organization is so beneficial to many special needs people in the area. Both RED Alignments E and B will have a direct negative impact on ManeGait and lead to the destruction of their property and displace many users of this vital community service. Thank you for your consideration. Ray Paul</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
919	Real Golf	4/3/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
920	Real J	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

921	Rebecca Stivers	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX , I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
922	Regina Paley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
923	Regina Sender	4/4/2019	Comment Form	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. My disabled son has used MaineGait and I can attest they provide valuable services to the community. It is rare to be able to access this kind service so near where one lives. Previously, we had to go 2 hours for our son to have access to this type of therapy. I pray you will do the right thing by this community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

924	Renee Hays	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
925	Renee Llamas	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
926	Rev. Kenton Cook	3/28/2019	Comment Form	<p>Your "Opt. E" would destroy my church. I have an international charter since 2005. Expansion of Custer Rd was moved west to avoid damage to my church. Your Rep. tonight did not know this was resolved with TxDOT 2 years ago. Talk to "Steve" --- I explained this decision to him! Call me, Rev. Kenton Cook [REDACTED]</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted.</p>
927	Rheanell Farrill	3/28/2019	Comment Form	<p>OPPOSE ALL 380 BYPASS OR REALIGNMENT – KEEP 380 on 380. (1) Prosper will not sacrifice a Corner to this project – it impacts our Financial well being as a small town we did not create this problem w/poor planning – (2) TXDOT historically has placed Hwy's 5 mins apart – we bought our homes based on this history – (3) Build out current under constructed roads to alleviate traffic – complete the outer loop – to reroute trucks and people wanting to bypass – (very few) as McKinney as built up commercial all down 380 – that is the destination (4) environmental impact studies are required by ALL cities TXDOT has no such studies.</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

928	Rhoda Merger	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
929	Rhonda Ensey	4/6/2019	Email	<p>I have had former students they and their families have greatly Beni fed from Main Gate, "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
930	Ricardo Salcedo	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
931	Rich Allen	4/4/2019	Email	<p>My name is Rich Allen and I reside at [REDACTED]</p> <p>I want to express my STRONG support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.</p> <p>It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community.</p> <p>Most importantly, the GREEN alignment preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. As an active supporter, board member and volunteer at ManeGait, I have witnessed first-hand the impact that this organization has on those who desperately need their services. Disrupting the delivery of their support to the families of those with disabilities would be a tragedy and a disgrace.</p> <p>Both Red Alignment E and B, would have direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.</p> <p>I ask you to sincerely and seriously consider selecting the GREEN alignment - for the benefit of our citizens in need.</p> <p>Respectfully submitted.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

932	Rich Fischer	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
933	Richard A Price	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
934	Richard Clare	4/8/2019	Email	<p>My name is Richard Clare and I live at [REDACTED] in Walnut Grove Estates. I am writing in opposition to either of the Red Bypass options, specially Option E which would completely change my neighborhood. If Red Bypass Option E is chosen, it will mean the destruction of many upscale homes on beautiful acreage and the displacement of many families. If a bypass were to be built, it would cause the loss of beautiful and irreplaceable land, native trees, and a variety of wildlife. It would also destroy ManeGait Therapeutic Horsemanship which is just 1/2 mile down the hill from my house. ManeGait serves special needs children and adults as well as military families and first responders. The turmoil of the construction of a bypass would affect the entire north west sector of McKinney. Years of dirt haulers, rock haulers, cement trucks, graders, and other heavy equipment would be lining up on McKinney streets and highways and creating excessive noise and pollution. The length and cost of construction almost always surpasses initial estimates. In the long run, the widening of Highway 380 would be quicker, less expensive, less destructive to the natural environment, and would save many family homesteads. Both Collin County Commissioners Fletcher and Hale, who represent and understand the areas that would be drastically changed by any bypass, have publicly stated that they are for fixing 380 on 380. According to the Perryman study which Collin county had done, fixing 380 would have huge financial benefits to both the city of McKinney and McKinney ISD. This is the logical solution and will enable the city of McKinney to fulfill its master plan. I realize and appreciate the fact that US Highway 380 needs improvement. I adamantly support an alignment that stays on the current footprint as planned in the master thorough fare plans of McKinney, Prosper and Frisco. Keeping 380 in its current footprint has less substantial impact on families, lives, and children. I am NOT employed by TxDOT I do NOT do business with TxDOT I could NOT benefit monetarily from the project or other item about which I am committing</p>	<p>Comment noted. TxDOT makes every effort to minimize impacts during construction of its projects.</p> <p>From County line to County line, the green alignment is estimated to cost more to construct than the red alignment, impact more businesses and displace more homes and businesses than the red alignment.</p> <p>The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the the existing US 380 corridor into a freeway. The study did not analyze economic effects of new location alignments.</p>

935	Richard Glew	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
936	Richard Halperin	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
937	Richard Laskiewicz	4/5/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I have personally seen the tremendous value of what ManeGait does for children and adults with special needs, as well as veterans with PTSD.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

938	Richard Moore	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
939	Richard Moore	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
940	Richard Thrasher	3/28/2019	Comment Form	<p>Despite the absolute majority opinion that 380 fix should remain on 380 & no bypass should be created. I am frustrated by TxDoT's continued efforts to create bypass options in an effort to solicit less opposition. As a homeowner & as a business owner whose properties will both be affected by the changes to 380, regardless of what they are, I am concerned that the desires of residents have been put as a secondary concern to the whims of a retiring judge & other politicians who stem to benefit by circumventing what I believe should be a question of democratic process. I will do everything in my sphere of influence to hold those responsible for ignoring the desires of the residents so clearly already voiced.</p>	<p>Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.</p>

941	Rick Chattrn	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
942	Rick Hildebrandt	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
943	Rick Richards	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
944	Rita Bruton	4/15/2019	Email	<p>My closed head injury daughter was in equine therapy class last year when a sudden, loud noise startled her horse. He went into a frenzy and she was hanging onto his mane trying to stay out from being under. Please don't do anything that changes the routine for Mane Gait. Highway noise would be too close and too unpredictable.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
945	Rob Enright	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
946	Rob Stogsdill	4/11/2019	Email	<p>NAME/ADDRESS: Rob Stogsdill - [REDACTED]</p> <p>COMMENT: I support the green alignment from Coit Road and FM 1827 for the expansion of US HWY 380. The alternative options Red E and Red B would cause safety concerns with multiple schools, directly and irreparably impact ManeGait to the point they would no longer be able to provide services to the disabled and would cause significant negative impacts on the natural landscape and wildlife that currently live in that area. I implore you to not select Red B or Red E, but instead select the Green option for the 380 expansion. Thank you.</p> <p>Rob Stogsdill</p>	<p>Comment noted. The red alignment option B is approximately 0.3 miles away from the property line of the proposed Prosper high school north of Prosper Trail, and approximately 0.5 miles away from the property line of the proposed high school west of Custer Road. The red alignment option E is even further away. There is not a set distance that a freeway must be from a school. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
947	Roben Closs	3/28/2019	Comment Form	<p>I prefer Red Option B. It extends the by-pass nature of the road. Further west might be even better, but it is better than A or E</p>	<p>Comment noted.</p>

948	Robert Carter	3/28/2019	Comment Form	I live in Walnut Grove. My choices I prefer to expand 380 in place. 2nd best option for bypass: Red Option A 3rd best option for bypass: Red Option B 4th best option for bypass: Red Option E	Comment noted.
949	Robert Danielson	3/28/2019	Comment Form	Do not like any version of bypass west of 75 as bypass will be too close to Erwin Park. This is used by cyclist, runners, etc. and a bypass this close to the park will upset the serenity. The bypass will kill a lot of dreams purchased years ago to get away from the constant sound of freeways and speeding cars. Not fair to current residents and future. Not to mention the lowering of property values and future commerce in Prosper, TX. Tax rolls will be impacted severely. Keep 380 on 380 Please!	Comment noted. The location of Erwin Park was taken into consideration when draft alignments were developed. None of the proposed alignments directly impact Erwin Park. The proposed red alignment option is adjacent to the southern property line but does not cross into the park. Any future improvement projects would include assessment of the potential impact on the human and natural environments. TxDOT attempts to avoid and/or minimize impacts to parks as much as practicable. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
950	Robert Donley	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
951	Robert Guido	4/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. My son, has been attending ManeGait for the past 9 years on the medical advice of his physician and physical therapist. It is an integral part of his therapeutic routine and life. It is a therapy that he actually enjoys and looks forward to every week! Personally, I can't imagine not being able to enjoy the peace and quiet of the country while he takes his lessons. It is therapeutic on another level for us parents. I am in favor of the GREEN Alignment / opposing the Red Alignment B & E.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
952	Robert Seal	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>

953	Robert Sholtry	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
954	Robert Sochsik	3/28/2019	Comment Form	No ByPass Everyone who lives near Hey 380 Knew it was a highway before they moved there!	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted.</p>
955	Roberto Fraso	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
956	Robin Pounds	3/28/2019	Comment Form	No 380 bypass! The high view point does not make sense when zooming out. Please consider building out all arterial roads (Bloomdale, Frontier 1461, 289, and outer loop) before deciding on this initiative. Consider bypassing via 289 upto the outerloop. Who will travel north to inturn go south to DFW? I purchased my home away from 380 because I have an immune deficient child. Pollution would hurt him. The \$\$ of Tucker Hill shouldn't override common sense. Please put this decision on hold for 5 years while the town is built out w/arterial roads.	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>

957	Robin Silberman-Still	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
958	Rolinda Nobles	3/28/2019	Comment Form	<p>I cant believe you would consider taking away Lowe's Starbucks & other and loose the taxes coming in from those stores. And to take out Main Gait would be horrible. 380 is a major Highway & has been for EVER !! Widen that Road !</p>	<p>Comment noted.</p>
959	Ron Cagle	3/28/2019	Comment Form	<p>All bypasses make the best choices. My preference would be B. Any decision will affect people. However, the main question is who will be affected less? The widening of 380 would affect the entire city. The number of people commuting, the hospital, all the shopping -would be a nightmare for construction. Safety would also be a major issue. Its already bad, imagine what 380 widening would be like during that time. Bypass B</p>	<p>Comment noted.</p>
960	Ron Hargrove	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
961	Ron Justice	3/28/2019	Comment Form	<p>I am opposed to all 3 bypasses because 380 does not get fixed in the process. It appears politics is too involved in the process for TXDOT to reach the best decision. Collin County commissioners Court Judge, Keith Self, inserted himself in the decision making process which is a clear conflict of interest since he lives in Tucker Hill. This caused TXDOT to shift their emphases from 380 on 380 & the Tucker Hill bypass to 2 Prosper bypasses. Mayor Fuller McKinney also has a conflict of interes due to his position on Stonebridges commercial company.</p>	<p>Comment noted.</p>

962	Ronald Berteotti	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
963	Ronald Ferris	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
964	Ronald Jones	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

965	Ronald W Brown	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
966	Rosaline La Chanol	3/28/2019	Comment Form	<p>I do not wish to have the bypass. I work hard to have a beautiful home and now I will live 500 ft away from one. I check to see before I build my home what 123 would be. You changed it after I had build my home. This was to be my forever home. Please do not do this fix 380 or stay away from Bloomdale Rd</p>	<p>Comment noted.</p>
967	Roxie Kalis	4/4/2019	Email	<p>I Roxie Byars support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
968	Rubin Lucero	3/28/2019	Comment Form	<p>Keep 380 on 380 and the bypass out of Prosper!</p>	<p>Comment noted.</p>
969	Ruth Hindes	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
970	Ruth Quesenberry	4/4/2019	Email	<p>The impact on ManeGait and the service they provide to their clients would be devastating. As a massage therapist I see first hand how Equine / horse therapy impacts (positive) some of my clients. The clients/ children have enough struggles, please don't disrupt or take this away from them. Please support the Green alignment if any. I am also a McKinney resident who drives Hwy 380 and other cities in Collin county to service my clients. I see what people go through with traffic. I still feel very strongly that ManeGait and their property and services should not be disturbed. "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

971	Ruth Wolf	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
972	Ryan Byrne	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
973	Ryan Hembre	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
974	Ryan Vanness	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
975	S Hanson	3/28/2019	Comment Form	<p>(1) Most logical path is to keep 380 on 380 (2) Most logical shortest path with least social impact is A but prefer 380 on 380 only (3) Do not select any option through Prosper</p>	<p>Comment noted.</p>

976	Sabre Clayton	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
977	Sabrina Queen	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
978	Sally Walden	3/28/2019	Comment Form	<p>As a WG resident, former volunteer @ Main Gait + sp. Ed. Teacher + administrator for 35+ years – I'm going to address impact to Mane Gait. Mane Gait M.G is an important community facility that serves a vulnerable population - those w/disabilities. Disrupting their facility would be difficult for them to adjust to. SW/WG</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
979	Sam Rodriguez	4/11/2019	Email	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

980	Samuel Castleberry	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
981	Sandra D Hanson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
982	Sandra Katada	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
983	Sara & Paul Pederson	4/4/2018	Email	<p>We support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

984	Sara Beebe	4/5/2019	Email	I support the GREEN alignment.	Comment noted.
985	Sarah East	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. There is not a 4 level interchange proposed near Ridge Road.
986	Sarah Oister	4/4/2019	Email	We support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
987	Sarah Reyna	3/28/2019	Comment Form	I support and say yes to Red B and Red E. I do not support and say no, to Red A and Green alignment. They are both too expensive and too distructive.	Comment noted.
988	Sarah Schwartz	3/28/2019	Comment Form	You don't ruin a city to create a freeway, you use the corridors that are already there and expand them (380) Traffic on 380 will need to be alleviated regardless so why spend the \$ twice? McKinney failed to plan properly years ago to the detriment of the community, please don't do it again. Widen 380! It's the option that makes the most sense!	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
989	Sarah Van Trump	3/28/2019	Comment Form	I am in favor of fixing 380 on 380. My husband and I bought property well north of 380 to avoid any issues with our countys growth & expansion of 380. I do not want a bypass of any sort. In addition to it putting a highway between my home & my childrens elementary, it would have a negative impact on our property & our way of life. Please fix 380 on 380. The quickest way from point A to point B is a straight line. No one would drive north to go south. In all my years, I have never used them Denton bypass (289) to go south on 35. Please fix 380 on 380. Don't ruin our great Texas landscape that is north of 380.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
990	Sathu Subbiah	3/28/2019	Comment Form	No Red Option E. No Red Option B Go for Red Option A or Keep 380 on 380	Comment noted.
991	Scott & Cori Allan	4/4/2019	Email	We support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
992	Scott Brown	3/30/2019	Email	I would like to voice my objection to the ongoing discussion of the 380 expansion going through the Town of Prosper. It was stated in the town council meeting on July 24, 2018 by Stephen Endres that TXDOT rarely goes against the wishes of a town. So now we find out about new Bypass options B and E cutting through Prosper. From my understanding this was mainly due to the pressure of a politician living in Tucker Hill. Why when the residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway and residents of Prosper paid a higher price for our homes to live away from a highway, is this option even being considered? It seems reprehensible that Tucker Hill residents are trying now to shift the consequences brought by their own poor planning to the residents of Prosper. I hope that you have the integrity to see through the call of a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion, one of them a politician. It would seem that there should be questions asked when a politician, who has been involved with any sort of community development, should have been prepared to accept the consequences of his home purchasing decision but now seems to be steering the debate so that he can take advantage of lower purchase pricing on his home and then use his position to try to influence change so that he can profit personally by rewriting the rules now. I am opposed to any bypass option that starts west of Custer Road and passes through Prosper. I'm aware that the politician in question has used the argument that widening 380 east of Custer would impact business along 380 by eliminating parking at those businesses. He's used this as justification to route 380 through Prosper. Of course doing this would limit commercial development in Prosper. Also, in his statement, he failed to mention the fact that if 380 is rerouted, these same businesses that he's so keen to protect will be adversely impacted by the reduction in drive-by traffic. So either way the businesses in McKinney along 380 are likely to be adversely impacted. Perhaps the City of McKinney should have done more future planning and anticipated growth instead of trying to make the neighboring towns pay the price for their poor preparation. My hope is that TXDoT will follow the will of the majority of people surveyed on this issue and make 380 a limited access freeway. Other roads parallel to 380 should also be improved to help reduce congestion on 380. Thank you for your consideration on this issue.	Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.

993	Scott Call	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
994	Scott Crawford	3/28/2019	Comment Form	<p>Although no options are perfect and have no impact on residents, some options are clearly worse than others. Options B & E specifically target the residents and town of Prosper to carry an undue share of burden. Option E will displace many existing high-revenue stores. This will have a significant negative impact on quality of life for prosper residence. As those are always very busy. Those businesses (Lowes, Firestone, etc..) contribute millions of dollars of Tax revenue to Prosper. After being forcibly removed from their relatively new locations, they wont return causing prosper to lose MILLIONS of tax base- a HUGE blow to a small town! Option B is almost as bad except instead of evicting existing revenue-generating and quality of life businesses, it will consume space to prevent them from ever moving in - stunting Prosper's growth. Options B & E force prosper to pay for McKinney's unmanaged growth problem. Option A forces the instigator of the problem to bear the majority rather than the small neighbor fix 380 on 380</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
995	Scott Froehlich	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

996	Scott Learner	4/1/2019	Email	<p>Mr. Endres, As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
997	Scott Tripp	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, Texas I strongly support red option B. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice. I strongly oppose the proposal to widen US 380 (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose red option A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor. Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
998	Sean Murphy	4/10/2019	Email	<p>I support the green Alignment for 380 and firmly believe that any fix of US 380 needs to stay on 380. I am against the red B alignment because of its negative impact on ManeGait and Prosper's east side. The fix for US 380 in McKinney needs to stay in McKinney, on US 380 and not negatively impact other cities and the premier non-profit gem of our county, ManeGait. ManeGait surely can be preserved in tact and without negative impact and still meet the roadway needs of our growing county. Red alignment A would have a lesser negative impact than red alignment B. If one of the red alignments must be used, the red alignment A would be better than red alignment B for all concerned and our county.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted.</p>
999	Shanda Combs	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

There is not a 4 level interchange proposed near Ridge Road.

1000	Shannon Blake	3/28/2019	Comment Form	I am opposed to all 3 bypass options. The city of Prosper has passed 3 resolutions stating that they <u>do not</u> want a bypass in their city. McKinney is pushing their problems into other cities + county residents. The businesses on 380 need 380 to be improved + need the foot traffic in order to survive. The bypass options <u>all</u> lead into environmental habitats that would be destroyed by a highway. The wetlands of the northwest sector of McKinney would remain the only green space after this area is built out because of the floodplain in the area. Please save the natural habitats + also preserve businesses along 380.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1001	Shannon Gumaer	4/10/2019	Email	I support the green Alignment for 380 and firmly believe that any fix of US 380 needs to stay on 380. I am against the red B alignment because of its negative impact on ManeGait and Prosper's east side. The fix for US 380 in McKinney needs to stay in McKinney, on US 380 and not negatively impact other cities and the premier non-profit gem of our county, ManeGait. ManeGait surely can be preserved in tact and without negative impact and still meet the roadway needs of our growing county. Red alignment A would have a lesser negative impact than red alignment B. If one of the red alignments must be used, the red alignment A would be better than red alignment B for all concerned and our county.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1002	Shannon McClinden Hani Abu Eideh Farmhouse Fresh	4/1/2019	Email	We are opposed the bypass Red Line option E as it will remove significant part of our land, disrupt our business operations, and force us to relocate our company's headquarters as well as our residence.	Comment noted.
1003	Shannon Patterson	3/28/2019	Comment Form	Option E is a better option. Would prefer better intersections and focusing on developing the outer loop quicker so it doesn't impact McKinney and Prosper	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1004	Shannon Raines	4/4/2019	Email	Shannon and Forrest Raines [REDACTED], Heatherwood Neighborhood We are for the Green Alinement Please do not destroy Mane Gate and the hidden gem that is Walnut Grove. Amazing things have come out of Mane Gate for hundreds and hundreds of children and their families. Please keep 380 on 380. Thanks you	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1005	Shari Whitson	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
1006	Sharilyn Garner	3/28/2019	Comment Form	Fix 380 on 380 We purposely purchased a home away from a highway. A bypass will lower our property value. It will make my kids have to drive on dangers roads just to get to high school. And it takes away from the beauty & nature that is McKinney.	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. Any future improvements would include assessment of the potential impact on the human and natural environments.
1007	Sharon Bobo	4/2/2019	Email	Stephen- As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Thank you for your support	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>

1008	Sharon Haslund	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1009	Sharon Houghton	4/4/2018	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I know I have copied and pasted the above from a friend, but our neighbor goes to MainGait and it is a source of great joy for our precious neighbor. We would hate to see her (and her special needs friends) have to adjust to a new facility.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1010	Sharon Mathews	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1011	Sharon Rosemond	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1012	Sharon Stephens	3/28/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1013	Shaun and Winona Alsobrook	4/8/2019	Email	<p>I would like to give my input on the Hwy 380 expansion. I support the GREEN alignment between Coit and FM 1827. I believe that route to be the optimal and most efficient path through the cities of McKinney and Prosper. A bypass is unnecessary and would hurt our community. The GREEN alignment also preserves a very necessary organization, ManeGait Therapeutic Horsemanship. This organization is a vital part of our community and the people that it serves. I oppose both Rote B and E. Thank you.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

1014	Shaun Jackson	4/11/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1015	Shawna Nevins	3/28/2019	Comment Form	<p>Please consider the large impact the bypass would have on the Heatherwood community and the Baker Elementary School. Safety and environmental impact are a large part of my concern. My concern focuses on the young children that attend Baker Elementary and the amount of traffic that will be brought so close to the school. In addition I feel that a bypass so close to the elementary school can make it a larger target, as schools have been targets recently that have major roads & bypasses/highways near them. We, Heatherwood, have a large amount of young school walkers and a bypass is simply not safe or desirable near our neighborhood. Please, consider the impact on safety in our neighborhood and at Baker Elementary. Thank you for your time.</p>	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to enhance safety.</p>
1016	Shelby & Drew McMurte	4/5/2018	Email	<p>My name is Shelby McMurte, my husband Drew and I are residents of Prosper, Texas where we are currently raising two kiddos (and have one on the way). We are extremely proud of our community and the contentedness we feel living within such an amazing little town. With that, I am writing in support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. The GREEN alignment is the most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass would unnecessarily scar the beauty and quaint nature of our community-- aspects that, despite our understanding of the growing county, drew us from Frisco, Texas to plant our roots in Prosper. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. ManeGait offers exceptional services as well as opportunities for service and involvement-- my family has not only volunteered at ManeGait, but we have also attended numerous functions in support of this organization's important cause. The GREEN alignment is the most logical avenue for the expansion of 380 and the alleviation of through traffic.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1017	Shelly Guidotti	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1018	Sherri Garretson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1019	Sherri Krohl	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1020	Sherry & John Worley	4/8/2019	Email	<p>Please correct the population estimates on both the Collin and Denton County Feasibility Studies. I have attached screenshots of the TXDOT website and the Texas State Demographer document, dated Jan 2019. You might want to check the wording for your upcoming Public Hearings and how they affect the new roadway plans .Summary: In 2050: County TXDOT Demographer Collin over 3.8M 2,444,316 Denton over 3M 2,323,956</p>	<p>Comment noted.</p>

1021	Sherry Brumley	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1022	Shirl Kimzey	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1023	Siotha Vest	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

1024	Siyuna Lu	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1025	Skylar Reinken	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1026	Sonny Phillips	4/12/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1027	Sophia Cardona	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

1028	Sophia Yu	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1029	Spencer Oestreich	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1030	Stacey Smith	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1031	Stacy Eubank	3/28/2019	Email	<p>I am in support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

1032	Stacy Jacobson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
1033	Stacy Solomon	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
1034	Stan Ullom	3/28/2019	Comment Form	<p>US 380 needs to be improved all the way into McKinney, so why not save the money by <u>not</u> building any bypass. Otherwise, There will be a duplication when the outer Loop is constructed in that it will be closer than 7 miles. The economic detriment to Prosper is not worth the bypass construction. Most of the Eastbound traffic on 380, entering McKinney turn to the South at 75. Why bypass this traffic to the North of McKinney Keep 380 on 380</p>	<p>Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
1035	Stanely & Margie Youngblood	3/28/2019	Comment Form	<p>We are absolutely opposed to all bypass options but particularly option B, E, & A in west McKinney/Prosper. All of the bypass options introduce unacceptable environmental, noise, & safety issues into rural, residential zoned areas of Collin County. Numerous residential neighborhoods are affected adversely. The optional bypasses are in violation of Prosper, McKinney and Frisco Transportation plans. More over, city of Prosper passed a resolution opposing all bypass options. Fix 380 on 380! McKinney has approved commercial & residential development that has caused the congestion, not not through traffic! Do the traffic count analysis do the environmental impact studies for the proposed bypasses!! Wake up TXDOT: Listen to majority of affected citizens</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
1036	Stanley Jurries	4/1/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1037	Stanley Lagroue	3/28/2019	Comment Form	<p>keep 380 on 380 DO NOT Like B and E</p>	<p>Comment noted.</p>
1038	Stella Frances Van Tassell	3/28/2019	Comment Form	<p>I attended the March information meeting. I learned little new in formation, other than TX DOT now openly admitting that 380 will be a freeway. I trust that the representative was truthful when he stated that expansion impacting Red Bud Estates will be on the north side of 380, along that section. If that is true, it avoids taking more of my property, as well as other estates homes and near by businesses. Increasing to four freeway lanes per side plus four frontage lanes will have a major negative impact on my home, where I've lived 23 years. Please preserve our properties!!</p>	<p>Comment noted.</p>

1039	Stephanie Diener	4/3/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1040	Stephanie Johnson	3/28/2019	Comment Form	<p>Thank you for thoughtfully addressing concerns brought forward regarding the Red A & B alignments. Although the new Red E alignment does not change the impact to my residence or community, (Tucker Hill) I do favor the Red E alignment due to its reduced impact on manegait, the environment and on future development. Between all 3 red alignments, Red E and B are both highly preferred cost, as well as removing the damage / impact to Tucker hill and to homes in Stonebridge that back up to 380. Red option A and all green option are not acceptable due to business and residential impact and greatly increased cost</p>	<p>Comment noted.</p>
1041	Stephanie LaGrone	3/28/2019	Comment Form	<p>I oppose bypass B&E bypasses. I support keeping 380 on 380. Too many families will be displaced by either of these bypasses. Maingate would suffer and it could disrupt wetland areas.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
1042	Stephanie Palmer	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1043	Stephen Franks	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>

1044	Stephen Franks	4/3/2019	Email	<p>I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1045	Stephen Iapekas	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1046	Stephen Kerby	3/28/2019	Comment Form	<p>Why are all these option on the red line? It still is a major safety issue with all the homes with kids beings affected. What about going back to upgrading 380 with no bypass. I'm only for fixing 380 - no bypass anywhere at anytime all other lines pose major safety issue with closeness to homes.</p>	<p><u>There is not a 4 level interchange proposed near Ridge Road</u> Comment noted. Alignment options are still being evaluated and any future improvements will be designed to enhance safety.</p>
1047	Stephen Shroba	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option -A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

1048	Steve Parry	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1049	Steve Pennignton	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1050	Steve Remington	4/4/2019	Email	<p>I support the Red E alignment between Coit Rd and FM 1827 for the expansion of US HWY 380. It is the optimal path for east-west traffic without unnecessary disruption to the eastern edge of our neighborhood, leveraging the existing easements and open spaces around the Custer corridor, rather than cutting through more densely populated neighborhoods and businesses that currently exist, or are in the process of being built along the 380 corridor If you have any questions, please do not hesitate to contact me.</p>	<p>Comment noted.</p>
1051	Steve Simmons	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>

1052	Steve Spencer	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1053	Steven Sarkissian	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1054	Steven Savary	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1055	Stevie Ceccarelli	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

1056	Stonebridge Ranch	4/7/2019	Email	<p>As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors who were elected to make decisions that are in the best interest of the 9417 residences of Stonebridge Ranch and its 36,000 residents who live in McKinney. In a unanimous vote, we stand in agreement along with the 381 residences in the Tucker Hill Homeowners Association and its 900 residents, Harvard Park, and several hundred verified business owners who wish to preserve our city's economic health and commercial corridor. We hereby make an official statement in support of either bypass Red Option-B (our preferred option) or Red Option-E and oppose bypass Red Option-A or the green alignment of widening 380 or converting it to a limited access freeway. Options B or E are the most viable, least expensive and least disruptive to businesses and homes along 380 when compared to widening 380 (the green option). If Highway 380 (the green option) were implemented, according to TxDOT's own numbers, it will destroy nearly 200 businesses and homes along the 380 commercial corridor including all of the existing businesses on the four corners at the intersection of Highways 380 and 75, and impact the historic and empowerment zones in McKinney. This will result in a significant reduction in the sales and property taxes to the City of McKinney along with bringing an increase in traffic and noise to the already developed housing subdivisions that abut 380 with more to come. As to the detrimental impact on Stonebridge Ranch if 380 were widened, it would double the width of the current highway and bring significantly more traffic to the area. In addition to the increased noise for the hundreds of homes in Stonebridge Ranch that abut 380 on the Northern edge of Stonebridge Ranch, there are three roads: Lake Forest Drive, Ridge Road, and Stonebridge Drive that go completely through Stonebridge Ranch and provide the only means between Hardin Road and Custer Road for getting to Virginia Parkway, ElDorado Pkwy, Custer Road and Highway 121. These roads were designed for neighborhood traffic and not arterial connectors to other major roads. That is the reason for our opposition. If the proposed bypass (Red Option-A) that enters Highway 380 East of Custer Road were implemented, in addition to the above traffic problems, there would have to be a major interchange built at the intersection of the new six lane bypass and existing 380 which is already six lanes. This interchange would be right above the northern edge of Stonebridge Ranch just east of Ridge Road. It would have a very detrimental impact on both Stonebridge Ranch and Tucker Hill by bring a significant increase in traffic along with an increase in the air and noise pollution to our neighborhoods beyond any other option. On the subject of impacts to non-profit organizations that would be affected, if 380 were widened (the green option), three non-profit organizations in McKinney would be destroyed: Life Path Crisis center which is Collin County's only inpatient mental health facility, INN STYLE which is the store that provides funding for the Samaritan Inn homeless shelter, and Cornerstone Ranch that houses adults with special needs. No one is speaking up for them. Since they are not backed by individuals with financial resources, they do not have the funds to mount a campaign to save themselves. It would be a tragedy to lose them. Ask yourself; is ManeGait (who would not be destroyed) more important than these three entities who serve more individuals? We also support business owners who have invested in our city and employ our citizens. We support preserving and growing our much needed tax base, and we support minimizing home and business displacements and preserving the jobs of the thousands of workers that would be eliminated if 380 were widened (the green alignment option). To reiterate, our Board, on behalf of our residents has unanimously voted to oppose the proposals to widen Highway 380 or convert it to a limited access freeway and support either of the alternative bypass route options North of Highway 380 that cross Custer Road and enters Highway 380 West of Custer Road known as Red Option-B or Red Option-E. Thank you for taking the time to consider this letter and our position.</p>	Comment noted.
1057	Stuart Kimbs	3/28/2019	Comment Form	Fix 380 on 380 – No bypass options	Comment noted.
1058	Sue Reiskus	3/28/2019	Comment Form	Fix 380 on 380 is the option that needs to go forward. I live in the Timber Creek subdivision. We built here 3 years ago. We chose this location because it sat back off of 380, but still close to 75. Being back off of 380 we are not impacted by the noise. If the other options go thru you will be putting the bypass in my backyard. I encourage you to build out the arterials as planned in the 2040 master plan. This bypass will effect our quality of life, as our home value. Sue Reiskus	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1059	Susan Carpenter	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
1060	Susan Gradick	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1061	Susan Horak	4/4/2019	Email	I have been riding all of my adult life. I am 72 and still ride for therapy. I know the importance of the ManeGait Therapeutic Riding Center and I am a supporter and contributor to them. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

1062	Susan Jump	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1063	Susan Oakes	3/28/2019	Comment Form	No bypasses are necessary. Keep the 380 construction on 380!	There is not a 4 level interchange proposed near Ridge Road
1064	Susan Seiffert	3/28/2019	Comment Form	No 380 Bypass. Widen 380	Comment noted.
1065	Susanne Cardona	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1066	Susie Miles	3/28/2019	Comment Form	If we must pick between two evils Red D with Green B are the logical choice. First off shorter distance, people wont use a bypass if it is to far out of the way second less number of residential property impacts and displacements as well as future developements and costs. it meets all the criteria - mobility travel, safety and future economic growth plus it does not go through my family property of 65 years. I hope to kept it in my family for generations to come.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1067	Tami Johnson	3/28/2019	Comment Form	I am writing to voice my opinion to any 380 by-pass and for keeping 380 on Both of TX DOT'S surveys indicate the vast majority of participants in Frisco, Pros, & McKinney want 380 to remain on 380. This makes perfect sense, since any by-pass will be of limited access to most residents and will be too far north to be of any real value to many. A by-pass will not address the traffic problems that already exist and will contribute to worse, on existing 380, because the majority of people will continue to use this route to access 75 & the numerous businesses that are located on & carring to existing 380. The Perryman report also reflects that making existing 380 a limited access freeway will in fact, enhance the long-term value of businesses in that area. A by-pass will disenfranchise all of the residents who bought McKinney which did not include any such bypass. rewarding the city of McKinney for its lack of foresight & planning. For all these reasons I vote NO BYPASS and KEEP 380 ON 380.	Comment noted. Both the red and the green alignments presented were viable when traffic analysis was conducted. The Perryman study completed January 2017 analyzed potential economic effects of converting portions of the the existing US 380 corridor into a freeway. The study did not analyze economic effects of new location alignments.
1068	Tammie Mercer	4/10/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1069	Tammy Biggis	3/28/2019	Comment Form	Keep 380 on the original 380. I would like to see the outer loop completed and 380 widened on the existing 380. <u>No ByPass</u> Thank you	Comment noted. Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.
1070	Tammy Pennington	3/28/2019	Comment Form	We lived in Stonebridge at 380. We sent our kids of to college, became empty nesters + moved to Prosper, away from 380, noise + pollution. We are in the home we plan to die of old age in. Now here comes a bypass to take our peace + serenity. Years ago, long before all the people moved here we had a friend killed on 380. It's been dangerous a very long time. The high school kids in Stonebridge north of Custer are zoned to MNHS at 75. All these kids have to drive on dangerous 380 multiple times a day. Its dangerous + needs to be fixed. Fix 380 + make it a LAR & the Loop will take up the slack. Why harm 20+ neighborhoods + wildlife habitat when 380 need to be fixed ?	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1071	Tara Voigt	3/28/2019	Comment Form	I am completely against any bypass option. Until thorough environmental research as been done there is <u>no way</u> a bypass is even up for discussion	Comment noted.

1072	Tara Watkins	3/28/2019	Comment Form	What a disappointment to find that DOT has not listened to the result of the public surveys of October 2018 - Where the vast majority of people prefer 380 to stay on 380. Yet another possible alignment going through Prosper does not support Prosper Town Councils Plan. Listen to your public or don't bother asking them !	Comment noted. Public input is one of the many factors that goes into TxDOT's decision making process in regards to this study.
1073	Taylor Renberg	4/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. God Bless	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1074	Tena Worthy	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. There is not a 4 level interchange proposed near Ridge Road.
1075	Terence Shaw	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. There is not a 4 level interchange proposed near Ridge Road.
1076	Teresa Dempsey	3/28/2019	Comment Form	We need a bypass for McKinney. I live and work on 380 and travel it every day. I see wrecks at Lake Forest and 380 all of the time. When there is a wreck all of the lanes are blocked. More lanes on 380 will not solve this issue just more lanes will be blocked. Move this traffic as far from here as possible. I would like the west most option. I have to sit through the light at Hardin 3 or 4 times to go home. As McKinney grows more on 380 this problem is only going to increase. Please do a long term solution not a band aid for now. If you widen 380 in McKinney, many businesses will have to move. Will those jobs be permantly lost ?	Comment noted.
1077	Teresa Murphy	4/8/2019	Email	Please consider the Green Alignment , not the Red Alignment B & E for the US 380 Expansion. In choosing that route, ManeGate will continue to provide much needed therapy for our area. I am one of the many volunteers at ManeGate and I have witnessed myself the positive changes that have occurred as a result of riding horses! Part of our mission statement says that we help children and adults with disabilities through the healing power of a horse! Please come visit and see why ManeGate is so important to our community!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1078	Teresa Murphy	4/10/2019	Email	I sent a comment in on Monday but I wanted to share what happened on Tuesday when I was volunteering at ManeGait. I have been working with a child that is mute and uses sign language for communication. On Tuesday, we got to trot the horse that the child was riding. The child was so excited and said "I like it"! We could not believe it! This was a miracle! Miracles take place at ManeGait! Please don't take that away! Please use the Green Alignment or the Red Alignment A so that ManeGait can be saved!	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.
1079	Teresa Price	3/28/2019	Email	Please accept my support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1080	Terry Prindwille	3/28/2019	Comment Form	These are not stragic plans please do not impact Prosper or Whitely Place. Spend what is needed and use 380 instead of traffic causing loops -	Comment noted.

1081	Terry Reiskus	3/28/2019	Comment Form	I just built our retirement 2 yrs ago in timber creek never dreaming a LAR would be built next to our subdivision. This bypass option will affect my home value and our quality of life. Build the arterials as planned in the 2040 master plan. You are going to have to fix 380 as it is the straight line. The outerloop when built will serve as a true bypass. The arterials will serve the local residents Fix 380 on 380	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>Initial traffic analysis taking into account future population projections indicates that even with the construction of the Collin County Outer Loop and other planned roadway improvements within the study area, US 380 would still experience a failing level of service for congestion and delay.</p>
1082	Terry Sutton	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1083	Theodore Golondzimir	3/28/2019	Comment Form	Keep 380 on 380. This new option helps Whitley Place some, but still will impact our environment with pollution + noise + congestion. If by pass must happen, it still is most efficient to come thru the empty spaces either to East or West of Tucker Hill.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
1084	Theresa Geisler	4/4/2019	Email	PLEASE use the GREEN route for the 380 bypass ONLY!! Main Gait does wonderful things for our community and any other options will destroy this beautiful business! Also my home will back up to this bypass and it will ruin our property! Please just expand what's already available.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
1085	Theresa Mills	4/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1086	Thomas E & Victoria E Fi Fiore	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1087	Thomas George	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

1088	Thomas Mitchell	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1089	Thomas Shin	4/10/2019	Email	<p>The reason for my email is to support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1090	Thomas Smith	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1091	Thomas Thompson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

1092	Tiffany Batchelder	4/5/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1093	Tim Dunn	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
1094	Tim Karamas	4/9/2019	Email	Hello Mr. Endres, I got a letter in the mail today about the May meetings about the Highway 380 bypass routes. I live at the southern end of County Road 8 6 2 northeast of Myers Park and I wondered if I am still 2 miles north of the most northern route? Would you please let me know? Thanks very much! I appreciate your help ! Tim	Comment noted. Mr. Karamas was notified that he remains over two miles away from a proposed alignment. He received notice of the meetings because he signed up for updates at Drive380.com.
1095	Tim Karamas	3/28/2019	Comment Form	As residents of County Rd 862 for 21 years, we love the rural style of this area. We would like you to keep this road/highway as far south from us as possible. McKinney use to be a special place to live, but it is becoming too much like a big city. Some states have a no-growth- or slow-growth amendment, or 2 acre minimum lots in order to preserve the quality of life of that city. Please preserve the quality of life here or there will be nothing "unique by nature"about McKinney because there will be no more "nature" left. Thank you!	Comment noted.
1096	Tim Kihm	3/28/2019	Comment Form	I am writing this AGAINST any bypass of 380 which enters or borders the Town of Prosper. The Town of Prosper has had a longstanding plan for development, which has never included any bypass of 380. Rather, this plan considered the existing 380 plans , which contemplate expansion along the existing route. Many residents of Prosper considered this when selecting Prosper as their home. To later this due to pressure from a MINORITY of McKinney residents (Hon. Self – Tucker Hill) is WRONG. Keep 380 on 380	Comment noted.
1097	Timothy & Susan Anderson	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. This is an amazing service.....please don't let anything happen to it. Thanks in advance for your consideration, Timothy and Susan Anderson	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1098	Timothy Tebo	3/28/2019	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Any future improvements will be designed to enhance safety. The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way. <u>There is not a 4 level interchange proposed near Ridge Road.</u>
1099	Tina Cauller	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. As a former volunteer for ManeGait, I have personally witnessed the dramatic therapeutic effect that this facility has on the lives of the children and families it serves. These children and families deserve your thoughtful consideration. The activities and skills they learn at ManeGait produce measurable results. Destroying or displacing the ManeGait facility would be a catastrophic disruption in these important services and a irreplaceable loss for our community.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.

1100	Tina Collins	4/12/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1101	Tina Sauseda	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1102	Todd A & Dana L Brown	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1103	Todd Clayton	4/11/2019	Letter	<p>Dear Mr. Endres, Regarding the TxDOT US380 Feasibility Study, Encore Wire offers the following in opposition to proposed East McKinney Green Alignment. Option B: Encore Wire Corporation was founded in McKinney in 1989, and has grown into the City's largest taxpayer for 20 years running via a culture of rapid, deliberate growth. Their current employment sits at 1400 employees, operating with nearly 2.1 million square feet of manufacturing space on a 24/7 basis. Encore Wire is a public-owned company (NASDAQ: WIRE) whose earnings are affected by fluctuating commodity prices vs. product pricing, in a cyclical construction industry. As such, costs are closely managed and decisions made based on current market conditions. The key to Encore's success as the low-cost industry producer, and its staying power in the wire industry has been flexibility. Encore is constantly moving or upgrading equipment to improve efficiency and expanding existing facilities to offer increased capacity and new product lines. Encore Wire has expanded its operations and/or manufacturing capacity roughly every two years since 1992. Forecasted growth for the residential construction industry is expected to grow 7% over the next five years, and commercial construction is expected to grow by 28% for the same time period. Encore Wire will need to expand to meet forecasted industry demands. Encore Wire has to move fast to take advantage of market trends. Their construction partnerships allow for product to be shipped from a brand-new, green field manufacturing plant twelve months from groundbreaking. Having all facilities in one geographical location, connected and easily monitored via a single high-elevation viewpoint offer genuine advantages. Encore Wire represents a significant economic impact to the area economy. Over the last five years, payroll totaled \$327.3 million. Five-year capital expenditures totaled \$137.1 million as investments in growth. Charitable contributions totaled \$2.3 million. And, taxes paid over the last five years totaled over \$53.7 million. These items alone account for over \$520 million of direct economic impact. Given all these factors, splitting the Encore campus in such a manner would result in significant interruption to operations and future growth opportunities. The long-term uncertainties of a US380 bypass alignment through campus would limit Encore's short-term flexibility and hence its growth and success. Encore Wire Corporation respectfully requests TxDOT recommend a US380 bypass alignment that does NOT involve development along existing Airport Road.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

1104	Todd Huthmaker	4/9/2019	Email	<p>I strongly SUPPORT the Red Option-B bypass alignment option. This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option -A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option -B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1105	Todd Payne	4/1/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1106	Todd Pegram	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1107	Todd Stout	4/6/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

1108	Todd Williams	4/4/2019	Email	I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.	Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.
1109	Tom & Ann Cason	3/28/2018	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1110	Tom & Ann Dover	3/28/201	Comment Form	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1111	Tom & Paula Ford	3/28/2019	Comment Form	Keep 380 on 380! Fix 380 on 380! Your new "E" bypass is no better. The disaster that will be Custer Road is unconscionable. All of the residents in all the neighborhoods along Custer, including mine – Rhea Mills Estates – will be adversely affected by the unending traffic, noise, construction, & destruction of our peaceful, quiet existence. Either fix 380 on 380 or choose the "A" Route, which doesn't destroy people's homes or our Prosper Lowe's store, which generates millions in tax revenue for our town.	Comment noted.
1112	Tom Hanson	4/10/2019	Email	As a homeowner and citizen of McKinney, Texas I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. I strongly OPPOSE widening US 380 (the Green Alignment option) or convert US 380 to a limited access freeway for all the reasons of which you are probably already aware. I strongly OPPOSE Red Option-A. Red Option -B or Red Option-E are the best solutions to better serve the future growth areas north of McKinney. The best option should not be held hostage to a shrill politically connected minority when it will be primarily located on undeveloped land as opposed to major disruptions, economic loss and excessive costs for all other proposed solutions.	Comment noted.
1113	Tom Reidy	3/28/2019	Comment Form	Red option B & E ruin ManeGait. This cant happen every one that has put a business or residence close to 380 knew (or could have known) the risks. It is/was very obvious 380 would be a major thoroughfare. Most businesses + residents also have the power to handles this. They can move. They can get more business. They have options. ManeGait is a non-profit, does a lot of good, and has no power to overcome this. Like most small non-profit, charitable orgs, the \$ *** **** the pockets are not deep, it is all heart. No ability to react. It is completely unfair to make ManeGait deal with this. *Don't hurt the "powerless". Stick to the original plan, the state + county have the \$ to build it or just start the bypass from the tollway – go west. Thanks T	Comment noted.

1114	Tom Timmermann	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
1115	Tomeka & Terrelle Woody	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>
1116	Toni Margolis	4/5/2019	Email	<p>As a 16 year resident of Prosper, I would like to make it known that i support the GREEN alignment between Coit and FM 1827 for the Hwy 380 expansion project. It is the path that makes most sense for both Prosper and Mckinney, and is the least destruction of a beautiful portion of our town. As the mother of a daughter who has benefitted as a rider at Mane Gait, I cannot stress enough how vital that organization has been to our family. To see such a wonderful nonprofit organization possibly be forced to displace hundreds of therapeutic riders at the expense of an alternate UNNECESSARY expansion plan such as the Red alignment B and E is unacceptable. I appreciate you reading this and am praying the entities involved choose GREEN.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

1117	Tony and Sharon Yunt	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1118	Tony Eggers	4/7/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1119	Tricia Walker	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1120	Troy & Debbie Hogue	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

There is not a 4 level interchange proposed near Ridge Road.

1121	Trudy Cohen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1122	Truett Harris New resident to Prosper from McKinney	3/28/2019	Comment Form	<p>Bypasses are a bandaid. What should be done is to widen 380 all the way to 75 and beyond. Lowes @ customer + 380 bought the land where Kohls was to be. Kohls built their parking lot + discussed the future w/TXDOT + because TXDOT had no concrete plan, Kohls decided not to build. Baylor Scott White intentionally set back their hospital to accommodate the widening of 380. Little to no local traffic will use the bypass just as little traffic uses the Denton bypass. Unfortunately, TXDOT does not appear to have a solid plan in place. It was amazing that at 6:32 pm tonight there were reports out about the meeting.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1123	Tucker Hill	3/28/2019	Letter	<p>The board of directors of the Tucker Hill Residential District Association on behalf of 381 residences and its approximately 900 residents who are citizens of the city of McKinney stand in agreement with Stonebridge Ranch Homeowners, Harvard Park, and several hundred verified business owners who wish to preserve our city's economic health and commercial corridor. We hereby make an official statement in support of a bypass option B or E and oppose bypass option A or the green alignment of widening 380, converting it to a Limited Access Roadway. The proposals to widen Highway 380 (the Green Alignment option) and convert it to a limited access freeway would destroy much of the commercial corridor and significantly impact the historic and empowerment zones in McKinney. This will result in a significant reduction in sales and property taxes to the City along with bringing an increase in traffic and noise and environmental hazards to the already developed housing subdivisions that abut 380 with more to come. This has been confirmed by the city of McKinney's review of the Perryman study in which it was determined that the city of McKinney alone would bear between 70-75% of the total destruction and negative impacts of the entire 380 study region that includes McKinney, Prosper, and Frisco. We also oppose the very detrimental impact to Tucker Hill if the proposed bypass Red Option-A which enters Highway 380 East of Custer Road were implemented. The air and noise pollution to our neighborhood will be significantly increased beyond any other option. In addition, we have concerns regarding the safety and the ability of both residents and emergency vehicles to enter and exit our neighborhood both during and after construction. We support Red Option-B or Red Option-E as the most viable, least expensive, and least disruptive to all businesses and homes along 380 when compared to widening 380. We also support business owners who have invested in our city and employ our citizens. We support preserving and growing our much needed tax base, and we support minimizing home and business displacements and preserving the jobs of the thousands of workers that would be initially, and potentially permanently, eliminated if 380 were widened (the green alignment option). To reiterate, our Board, on behalf of our residents, has unanimously voted to respectfully request you to oppose the proposals to widen Highway 380 and convert it to a limited access freeway from Coit Road to FM 1827 and support either of the alternative bypass route options West of Custer Road known as Red Option-B or Red Option-E.</p>	<p>Comment noted. Alignment options are still being evaluated and any future improvements will be designed to enhance safety.</p>
1124	Tyler Dorsett	3/29/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1125	Tyrel Gear	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1126	Valerie Farrington	3/28/2019	Comment Form	<p>The "alignment" as I understand the word does negatively impact the people who live east and of the proposed bypasses A,B,E. These neighborhoods have many children and very hard working people who have invested in an area they believed was to remain quiet and suburban, far from freeways – I ask you to <u>not</u> build alignment or bypasses - Use 380 for what it was originally intended - convert to limited highway or freeway with frontage roads. Thanks so much Val Farrington</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>

1127	Veronica Heathcock	4/11/2019	Email	<p>My name is Veronica Heathcock, I live at [REDACTED]. I am extremely concerned about the so called 380 bypass. I would like my voice heard please. I do support the GREEN alignment and most efficient path for east-west traffic through the cities of McKinney and Prosper. I do not believe a bypass is necessary and would destroy the beauty of our community. The noise level would be horrendous. Plus the GREEN alignment preserves a very prominent and very worthwhile nonprofit organization; ManeGait Therapeutic Horsemanship. If you have not been to this organization and personally see the good they do for the less fortunate, you should visit and see for yourself. Both the RED alignments would have direct impact on ManeGait and also my neighborhood. You are welcome to contact me if you want additional information or have questions.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1128	Veson Douangmanilay & Hazel Villa-Abrille	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
1129	Veson Douangmanilay & Hazel Villa-Abrille	4/15/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.</p> <p>I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

1130	Vicki Sutherland	4/19/2019	Comment Form	<p>Proposed Wording for US 380 MAPO Comment Form As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
1131	Vicky Bailey	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1132	Victoria Tanella	4/4/2019	Email	<p>Hello i support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east -west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1133	W. Brian Memory	4/4/2019	Email	<p>I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1134	Walter Chen	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380 They are also the least expensive options when compared to the cost of the Green Alignment or Ted Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
1135	Wendelin Gallagher	4/15/2019	Email	<p>I support and believe that the GREEN alignment between Coit Road and FM 1827 is the best option for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves both the company of FarmHouse Fresh (Bath & Body company) which also is a sanctuary for the rescued horses/donkeys/goats FarmHouse Fresh saved, along with one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on these 2 companies - FarmHouse Fresh and ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>

1136	Wendell Gilbert	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1137	Wendy Perrott	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1138	Wes Combs	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

1139	Whitney Kenney	3/28/2019	Comment Form	As a homeowner and new citizen (as of Aug. 2018) of McKinney, TX I STRONGLY SUPPORT the RED OPTION B or RED OPTION E bypass alignment options. My neighborhood would be negatively impacted by any of the proposed (red option A and green) options. My husband and I recently relocated from Southern California, and some of the big selling features of McKinney were the fresh air, country feel (while still being close to the city, and beauty without all of the LA/Orange County Traffic. By putting a freeway/massive highway construction project in our literal front yard, you will impose on us all of the negative things that made life in CA unbearable, along with neighborhood safety and depreciating property values (due to undesirable proximity to a highway). Both of our homes in were located near freeways/freeway entrance. And both location we had cars broken into, and after talking w/police we were told it was because thieves target neighborhoods close to freeways. Please Red options B or E	Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.
1140	Whitney Oestreich	3/28/2019	Comment Form	As a homeowner and citizen of McKinney TX, I strongly support either the Red Option B or Red Option E bypass alignment option. The options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly oppose the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway, these costly options will destroy 200+ existing & future businesses, one of them including a convenience store my family owns & runs.	Comment noted.
1141	Willene Peterson	3/28/2019	Comment Form	Proposed Wording for US 380 MAPO Comment Form As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1142	William & Joyce Bunting	4/9/2019	Email	As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380 They are also the least expensive options when compared to the cost of the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.	<p>There is not a 4 level interchange proposed near Ridge Road.</p> <p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

1143	William Claunch	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>
1144	William Elliott	4/4/2019	Email	<p>COMMENT: "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services." We use to live in Prosper right by ManeGait. They have served so many and helped just as many. Please save ManeGait & Support the GREEN alignment!!!!</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments. Both the red and the green alignments presented were viable when traffic analysis was conducted.</p>
1145	William Guernsey	3/28/2019	Comment Form	<p>I oppose all by-pass options but particularly red option E because: 1 E cuts thru Prosper and destroys Lowes & surrounding retail stores which are primary revenue sources for the town of Prosper; and 2 A bypass will not be heavily traveled. The new proposed outer loop will take significant north bound traffic. 380 will still be heavily traveled so its best to make it a limited access highway now because it will eventually need that designation regardless of a bypass. No traffic study/forecast has yet been completed per TXDOT. Do your study forget the politics – engineering & economic logic will tell you to stay on 380.</p>	<p>Comment noted. Any future improvements will be designed to enhance safety.</p>
1146	William Hockensmith	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road.</u></p>

1147	William J. Gates	4/9/2019	Email	<p>As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least expensive options when compared to the cost of the Green Alignment and Red Option -A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses- including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocated in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1148	William Koerner	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1149	William Latson	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road</p>

1150	William Martin	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380 They are also the least expensive options when compared to the cost of the Green Alignment or Ted Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.</p> <p>Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
1151	William Martin	3/28/2019	Email	<p>I support Red Option-B or Red Option-E bypass alignment option.</p> <p>I am a resident in Wren Creek which is an adjacent Stonebridge Village to US 380, and I backup to Stonebridge Drive. Increasing traffic on Stonebridge Drive will have significant effect on noise, pollution and will distress my living environment.</p> <p>My name is W. V. Martin, Resident & Trustee for 2015 Martin Family Revocable Living Trust, [REDACTED]</p> <p>Please accept my comment form identifying my preferred options attached to this email.</p> <p>Respectfully, William Martin</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p>
1152	William P Harkins	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>

1153	William S Yackinous	3/28/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Red Option-B bypass alignment option. This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option when compared to the cost of the green alignment or Red Option - A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option -A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1154	William Sager	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>
1155	William Sano	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380 They are also the least expensive options when compared to the cost of the Green Alignment or Ted Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>There is not a 4 level interchange proposed near Ridge Road. Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

There is not a 4 level interchange proposed near Ridge Road.

1156	William Skinner	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1157	William Spilman	4/2/2019	Email	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option -A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p><u>There is not a 4 level interchange proposed near Ridge Road</u></p>
1158	Yolanda Perez	3/28/2019	Comment Form	<p>Please choose Red Option B. We have lived in our home for over 16 years. We treasure our neighborhood our land & moved out here to be away from every thing. We totally understand the need for change but respectful ask that you minimize the effect on our daily lives. Its already so much louder here than before & this would impact this further along with the pollution /air/trash that this would create. Our goal is to continue to live here til the end... As in, our request is not even based on property value (which would) but based on quality of life.</p>	<p>Comment noted. Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p>

1159	Zenetta Hancock	3/28/2019	Comment Form	<p>As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.</p>	<p>Comment noted. Any future improvements would include assessment of the potential impact on the human and natural environments.</p> <p>Any future improvements will be designed to enhance safety.</p> <p>The project team is conducting preliminary noise analysis that will be presented at the Spring 2019 Public Meetings. Additional traffic noise analysis would be conducted during the environmental study stage of project development, after a preferred alignment has been identified and a schematic has been prepared. The study would be conducted in accordance with federal regulations and TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. Based on the findings, noise abatement barriers would be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost and constructability. The results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be shared with the community before preparing the final design.</p> <p>Changes in property values are driven by value associated with site specific factors such as accessibility, safety, noise, visual amenities, proximity to shopping, community cohesion and business productivity. TxDOT cannot reasonably foresee which of these impacts will impact the value of the subject property in a negative or positive way.</p> <p>There is not a 4 level interchange proposed near Ridge Road.</p>
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Section B. Notices

Section	Document
B1	Notice
B2	Venue Map
B3	Mailing List



B1 Notice



US 380 Collin County Feasibility Study

MEETING OF AFFECTED PROPERTY OWNERS (MAPO)

Proposed Improvements to US 380 from Denton County Line to Hunt County Line Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

TxDOT will conduct a **Meeting of Affected Property Owners (MAPO) to discuss and receive public comments on a new alignment segment added to the feasibility study in East Prosper and West of the McKinney area.** You are receiving this notice because your property is located within 1,000 feet of a new alignment segment.

This MAPO is part of the TxDOT feasibility study for improvements to US 380 through Collin County. The purpose of the study is to analyze potential roadway options for US 380, including improving the existing alignment or utilizing a new alignment. Alignment options could require additional right-of-way to accommodate the project. This meeting will only focus on the new alignment segment. Public meetings regarding the full study area are anticipated for late spring 2019.

The MAPO will be held in an open house format with no formal presentation. Representatives from TxDOT and project consultants will be available to answer questions about the possible changes to the proposed project improvements. The meeting date, time, and location is listed below.

Thursday, March 28, 2019
6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School
1001 Coit Road
Prosper, TX 75078

Study data and maps showing the new alignment segment under consideration will be available for viewing at the MAPO. Written comments from the public are requested and will be accepted for a period of 15 calendar days following the meeting. Written comments may be submitted either in person at the public meeting or by mail to: Stephen Endres, P.E., TxDOT Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150-6643, or by email addressed to Stephen.Endres@txdot.gov. **Written comments must be postmarked on or before Friday, April 12, 2019 to be included in the documentation of the MAPO.**

The MAPO will be conducted in English. Persons interested in attending the meetings who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the MAPO. TxDOT will make every reasonable effort to accommodate these needs. If you have general questions or concerns regarding the proposed project, you may contact the TxDOT project manager, Mr. Stephen Endres, P.E. by phone at (214) 320-4469 or by email at Stephen.Endres@txdot.gov.

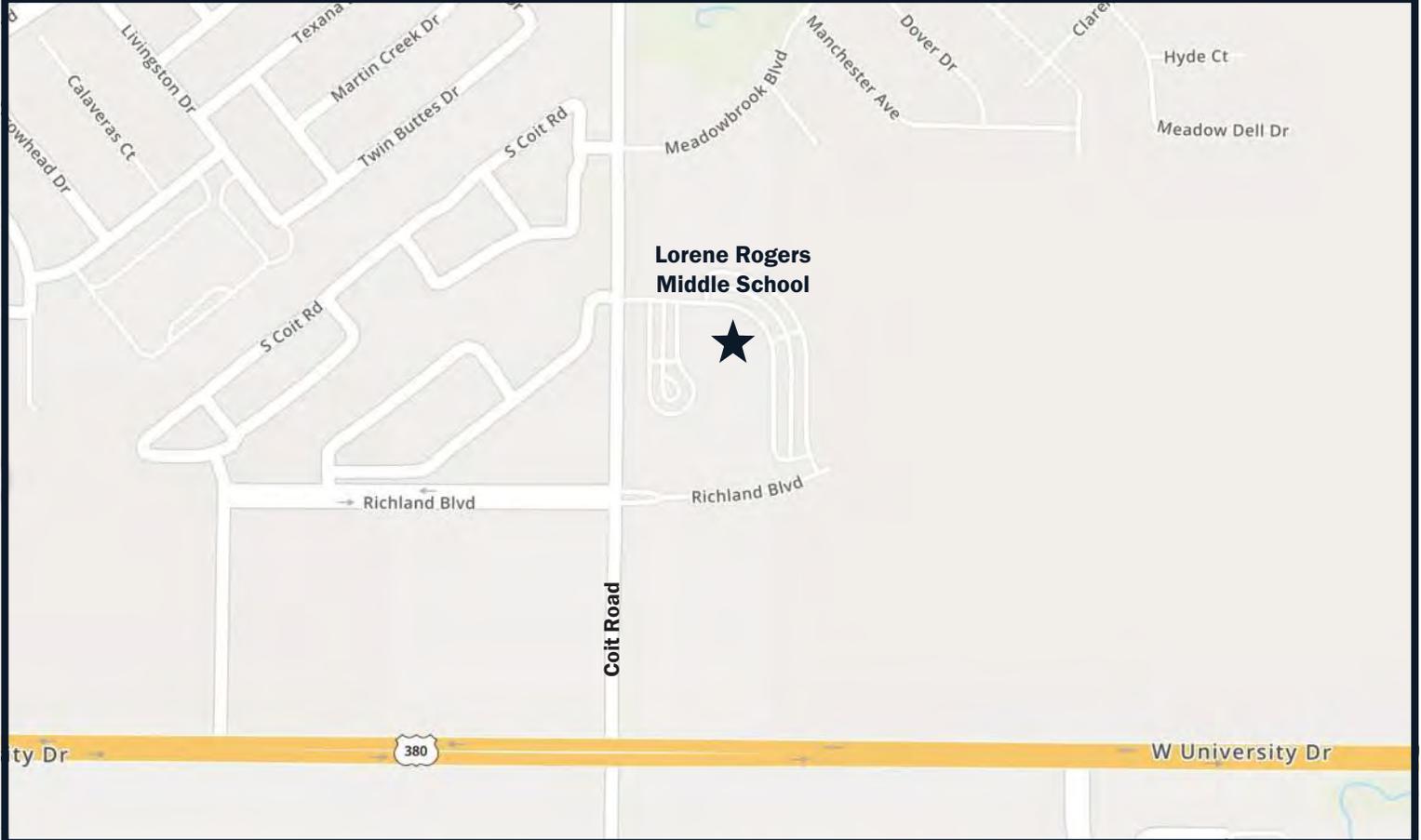
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Contact information: TxDOT, Stephen Endres, P.E., Stephen.Endres@txdot.gov, (214) 320-4469



B2 Venue Map

MEETING LOCATION



★ Lorene Rogers Middle School

Cafeteria

Thursday, March 28, 2019

6:00 p.m. - 8:00 p.m.

1001 Coit Road, Prosper, TX 75078

From the East

- Head west on US 380
- Turn right on Coit Road
- School is on the right

From the West

- Head east on US 380
- Turn right on Coit Road
- School is on the right



B3 Mailing Lists

US 380 Feasibility Study
Property Owner /Resident MAPO Mailing list
March 7, 2019

Property ID	Title	Name (Owner and Resident)
964424	Property Owner or Resident	CEMETERY
965566	Property Owner or Resident	CB PARKWAY BUSINESS CTR XIV LTD
965575	Property Owner or Resident	TERRELL BILL H ETUX
965584	Property Owner or Resident	VANMETER RICHARD & CAROL
965593	Property Owner or Resident	DARLING PRISCILLA L
965600	Property Owner or Resident	RICHARDSON WILLIAM PHILLIP JR LIVING TRUST
965708	Property Owner or Resident	KZK WORLD INC
965717	Property Owner or Resident	SSGT 2280 N CUSTER RD LLC
966155	Property Owner or Resident	SUBBIAH SATHAPPUN NACHIAPPAN
966173	Property Owner or Resident	EISENMANN THEODORE J
966182	Property Owner or Resident	MOODY CHRIS K
966226	Property Owner or Resident	MENDEZ PEDRO J &
966235	Property Owner or Resident	PEREZ RAUL JR & YOHELI
966244	Property Owner or Resident	CHESNEY JOE KEITH & DEBORAH A
966253	Property Owner or Resident	RUSE-PETERSEN JILL L
966262	Property Owner or Resident	CHESNEY JOE W
966814	Property Owner or Resident	VANMETER RICHARD K
966823	Property Owner or Resident	TERRELL BILL H ETUX
966832	Property Owner or Resident	TERRELL BILL H ETUX
966841	Property Owner or Resident	CREME STEPHEN & RUTH
966850	Property Owner or Resident	BLEW ROBERT M
966869	Property Owner or Resident	MANEGAIT
966887	Property Owner or Resident	MACHAVARAPU RAMESH BABU &
966903	Property Owner or Resident	NUGENT JOHN H & MARY M
966949	Property Owner or Resident	COLLUM JERRY & RITA
966958	Property Owner or Resident	COLLUM JERRY & RITA
966994	Property Owner or Resident	COOK KENTON C & SUSAN J
967001	Property Owner or Resident	COOK KENTON C & SUSAN J
967010	Property Owner or Resident	WILES MICHAEL S & CYNTHIA
967029	Property Owner or Resident	WILES MICHAEL S & CYNTHIA A
967038	Property Owner or Resident	BUHOLTZ KENNETH LEO
972424	Property Owner or Resident	STANDISH PATRICIA
973361	Property Owner or Resident	BILLINGSLEY 380 NORTH LTD
973682	Property Owner or Resident	CB PARKWAY BUSINESS CTR XIV LTD
973691	Property Owner or Resident	DAMIANO VINCENT R & BETTY J
973780	Property Owner or Resident	MORRIS CHRISTIAN P & JANICE L
973833	Property Owner or Resident	DARLING PRISCILLA L
974501	Property Owner or Resident	310 PROSPER LP
974592	Property Owner or Resident	MONTEAPOLO LLC
1225070	Property Owner or Resident	DARLING PRISCILLA L
1950008	Property Owner or Resident	C & N AIRCRAFT INC
1965642	Property Owner or Resident	MANEGAIT
1969829	Property Owner or Resident	MANEGAIT
2003684	Property Owner or Resident	CREME STEPHEN & RUTH
2010775	Property Owner or Resident	MANEGAIT
2010776	Property Owner or Resident	MANEGAIT
2020402	Property Owner or Resident	AERO COUNTRY PROP OWNER ASSOC
2078242	Property Owner or Resident	HUMPHREY SHANE & CHERYL DAMIANO
2120715	Property Owner or Resident	LEIGH MARY OUIDA ESTATE
2120717	Property Owner or Resident	DAMIANO JAMES VINCENT
2150174	Property Owner or Resident	SUMNER HAROLD & CINDY GAIL
2534667	Property Owner or Resident	310 PROSPER LP
2565700	Property Owner or Resident	FF 14TH FAIRWAY LTD PTNSHP
2585073	Property Owner or Resident	FF 14TH FAIRWAY LTD PTNSHP
2589478	Property Owner or Resident	310 PROSPER LP
2589482	Property Owner or Resident	PROSPER CITY OF
2594965	Property Owner or Resident	104 PROSPER LP
2610595	Property Owner or Resident	EWING IRRIGATION PRODUCTS INC
2610596	Property Owner or Resident	GESHER VENTURE LTD
2643352	Property Owner or Resident	CHIHUAHUA AIRPORT PARTNERS LP
2645945	Property Owner or Resident	ROSEBRIAR PROSPER PLAZA LP
2645946	Property Owner or Resident	LEGACY TEXAS BANK
2645948	Property Owner or Resident	PROSPER DETENTION LLC
2647980	Property Owner or Resident	FIREBRAND PROPERTIES LP
2664382	Property Owner or Resident	BRIDGESTONE RETAIL OPERATIONS LLC
2671405	Property Owner or Resident	NEWTON KAREN F REVOCABLE TRUST
2689257	Property Owner or Resident	MACHAVARAPU RAMESH BABU &

2689258	Property Owner or Resident	MACHAVARAPU RAMESH BABU &
2689259	Property Owner or Resident	ABU-EIDEH HANI &
2689261	Property Owner or Resident	CONNOLLY TRACEY &
2689271	Property Owner or Resident	METTU VENKATA K &
2723735	Property Owner or Resident	ROSEBRIAR PROSPER PLAZA LP
2723739	Property Owner or Resident	POP HOLDINGS LP
2748896	Property Owner or Resident	JAMES DANNIE LEE & SUSAN KAY FAMILY TRUST
2756463	Property Owner or Resident	GREEN J E & MARY A
2781139	Property Owner or Resident	STATE OF TEXAS
965575	Property Owner or Resident	TERRELL BILL H ETUX
965584	Property Owner or Resident	VANMETER RICHARD & CAROL
965593	Property Owner or Resident	DARLING PRISCILLA L
965600	Property Owner or Resident	RICHARDSON WILLIAM PHILLIP JR LIVING TRUST
966244	Property Owner or Resident	CHESNEY JOE KEITH & DEBORAH A
966253	Property Owner or Resident	RUSE-PETERSEN JILL L
966814	Property Owner or Resident	VANMETER RICHARD K
966823	Property Owner or Resident	TERRELL BILL H ETUX
966832	Property Owner or Resident	TERRELL BILL H ETUX
966887	Property Owner or Resident	MACHAVARAPU RAMESH BABU &
966994	Property Owner or Resident	COOK KENTON C & SUSAN J
967001	Property Owner or Resident	COOK KENTON C & SUSAN J
967029	Property Owner or Resident	WILES MICHAEL S & CYNTHIA A
967038	Property Owner or Resident	BUHOLTZ KENNETH LEO
973361	Property Owner or Resident	BILLINGSLEY 380 NORTH LTD
973682	Property Owner or Resident	CB PARKWAY BUSINESS CTR XIV LTD
973691	Property Owner or Resident	DAMIANO VINCENT R & BETTY J
973833	Property Owner or Resident	DARLING PRISCILLA L
974501	Property Owner or Resident	310 PROSPER LP
974592	Property Owner or Resident	MONTEAPOLO LLC
2003684	Property Owner or Resident	CREME STEPHEN & RUTH
2010775	Property Owner or Resident	MANEGAIT
2010776	Property Owner or Resident	MANEGAIT
2020402	Property Owner or Resident	AERO COUNTRY PROP OWNER ASSOC
2078242	Property Owner or Resident	HUMPHREY SHANE & CHERYL DAMIANO
2120715	Property Owner or Resident	LEIGH MARY OUIDA ESTATE
2120717	Property Owner or Resident	DAMIANO JAMES VINCENT
2150174	Property Owner or Resident	SUMNER HAROLD & CINDY GAIL
2534667	Property Owner or Resident	310 PROSPER LP
2565700	Property Owner or Resident	FF 14TH FAIRWAY LTD PTNSHP
2585073	Property Owner or Resident	FF 14TH FAIRWAY LTD PTNSHP
2589478	Property Owner or Resident	310 PROSPER LP
2589482	Property Owner or Resident	PROSPER CITY OF
2594965	Property Owner or Resident	104 PROSPER LP
2610595	Property Owner or Resident	EWING IRRIGATION PRODUCTS INC
2610596	Property Owner or Resident	GESHER VENTURE LTD
2643352	Property Owner or Resident	CHIHUAHUA AIRPORT PARTNERS LP
2645945	Property Owner or Resident	ROSEBRIAR PROSPER PLAZA LP
2645946	Property Owner or Resident	LEGACY TEXAS BANK
2645948	Property Owner or Resident	PROSPER DETENTION LLC
2647980	Property Owner or Resident	FIREBRAND PROPERTIES LP
2664382	Property Owner or Resident	BRIDGESTONE RETAIL OPERATIONS LLC
2664383	Property Owner or Resident	KROGER TEXAS LP
2671405	Property Owner or Resident	NEWTON KAREN F REVOCABLE TRUST
2689257	Property Owner or Resident	MACHAVARAPU RAMESH BABU &
2689258	Property Owner or Resident	MACHAVARAPU RAMESH BABU &
2689259	Property Owner or Resident	ABU-EIDEH HANI &
2689260	Property Owner or Resident	ABU-EIDEH HANI &
2689261	Property Owner or Resident	CONNOLLY TRACEY &
2689262	Property Owner or Resident	RAY RONNIE & ANITA
2689263	Property Owner or Resident	METTU VENKATA KASI VISWANATH &
2689264	Property Owner or Resident	RAY RONNIE & ANITA
2689267	Property Owner or Resident	RAY RONNIE & ANITA
2689268	Property Owner or Resident	RAY RONNIE & ANITA
2689269	Property Owner or Resident	MCCALLAN CHRISTOPHER &
2689270	Property Owner or Resident	MCCALLAN CHRISTOPHER &
2689271	Property Owner or Resident	METTU VENKATA K &
2689272	Property Owner or Resident	METTU VENKATA K &
2689273	Property Owner or Resident	METTU VENKATA K &
2700269	Property Owner or Resident	BILLINGSLEY 380 NORTH LTD
2715129	Property Owner or Resident	HUMPHREY SHANE & CHERYL DAMIANO
2723735	Property Owner or Resident	ROSEBRIAR PROSPER PLAZA LP
2723739	Property Owner or Resident	POP HOLDINGS LP
2731328	Property Owner or Resident	LOWE'S HOME CENTERS LLC

2731329	Property Owner or Resident	ROSEBRIAR PROSPER PLAZA LP
2748896	Property Owner or Resident	JAMES DANNIE LEE & SUSAN KAY FAMILY TRUST
2756826	Property Owner or Resident	WYMORE GROVE PARTNERSHIP
2756827	Property Owner or Resident	MADDOX RICHARD L &
2781139	Property Owner or Resident	STATE OF TEXAS

**US 380 Feasibility Study Elected Official and Agency List
MAPO Meeting - March 6, 2019**

Organization	Title	First Name	Last Name
City of McKinney	Mayor	George	Fuller
City of McKinney	City Manager	Paul	Grimes
City of McKinney	Deputy City Manager	Jose	Madrigal
City of McKinney	City Secretary		
City of McKinney	Council Member - District 1	La'Shadion	Shemwell
City of McKinney	Mayor Pro Tem - District 2	Rainey	Rogers
City of McKinney	Council Member - District 3	Scott	Elliott
City of McKinney	Council Member - District 4	Chuck	Branch
City of McKinney	Council Member - At Large	Tracy	Rath
City of McKinney	Council Member - At Large	Charlie	Phillips
City of McKinney	Director of Engineering	Gary	Graham
City of McKinney	Planning Manager	Aaron	Bloxham
City of McKinney	CIP Manager	Nick	Ataie
City of McKinney	Executive Director of Development Services	Michael	Quint
City of McKinney	Transportation Engineering Manager	Matthew	Tilke
City of McKinney	President, Community Development Corp 4B	Cindy	Schneible
City of McKinney	Executive Vice President, EDC	Abby	Liu
Collin County	Collin County Judge	Chris	Hill
Collin County	Collin County Judge's Assistant	Teresa	Mercer
Collin County	Collin County Commissioner - Precinct 1	Susan	Fletcher
Collin County	CC Commissioner Fletcher's Assistant	Hilari	Monk
Collin County	Collin County Commissioner - Precinct 2	Cheryl	Williams
Collin County	CC Commissioner Williams' Assistant	Hilari	Monk
Collin County	Collin County Commissioner - Precinct 3	Darrell	Hale
Collin County	CC Commissioner Hales' Assistant	Hilari	Monk
Collin County	Collin County Commissioner - Precinct 4	Duncan	Webb
Collin County	CC Commissioner Webb's Assistant	Georgia	Shepherd
Collin County	Director of Engineering	Clarence	Daugherty
Collin County	Assistant Director of Engineering	Tracy	Homfeld
NCTCOG	Director of Transportation	Michael	Morris
NCTCOG	Senior Program Manager	Dan	Lamers
NCTCOG	Principal Transportation Planner	Berrien	Barks
NCTCOG	Program Manager	Jeffrey	Neal
Texas State House of Representat	District 70	Scott	Sanford
Texas State Senate	District 8	Angela	Paxton
Texas State Senate	District 30	Pat	Fallon
Town of Prosper	Mayor	Ray	Smith
Town of Prosper	Council Member Place 1	Michael	Korbuly
Town of Prosper	Council Member Place 2	Craig	Andres
Town of Prosper	Council Member Place 3, Mayor Pro-Tem	Curry	Vogelsang Jr.
Town of Prosper	Council Member Place 4	Meigs	Miller
Town of Prosper	Council Member Place 5	Jeff	Hodges
Town of Prosper	Council Member Place 6, Deputy Mayor Pro-Tem	Jason	Dixon
Town of Prosper	Town Manager	Harlan	Jefferson
Town of Prosper	Town Secretary	Robyn	Battle
Town of Prosper	Executive Director of Development & Community Servi	John	Webb
Town of Prosper	Senior Engineer - Development	Dan	Heischman
Town of Prosper - EDC	Board President	Jim	Wicker



Section C. Sign-in Sheets

Section	Document
C1	Sign-In Sheets General Public, Elected Officials, Staff and Consultant



C1 Meeting Sign-In Sheets



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME
Elon Reynolds
Dianne Reynolds
KIT NIENHUESER
Jay KEEFER
Ullrich Slimper
Vern HUTT
EDWARD H SOMMER
TERRY BROWL
Jerry Bradam
John Cullum
Britt Williams
Cindy Vogel
Joann Pyne
DONALD ALFORD <i>Donald Alford</i>
SCOTT & JENNIFER CRAWFORD
DAVID MINCE
LISA MINCE
KEVIN FARLOW
DAWN FARLOW
Denala Istre
Patricia Burger
Gale Rhoads
Barry Rhoads
DAVID V. KELLY





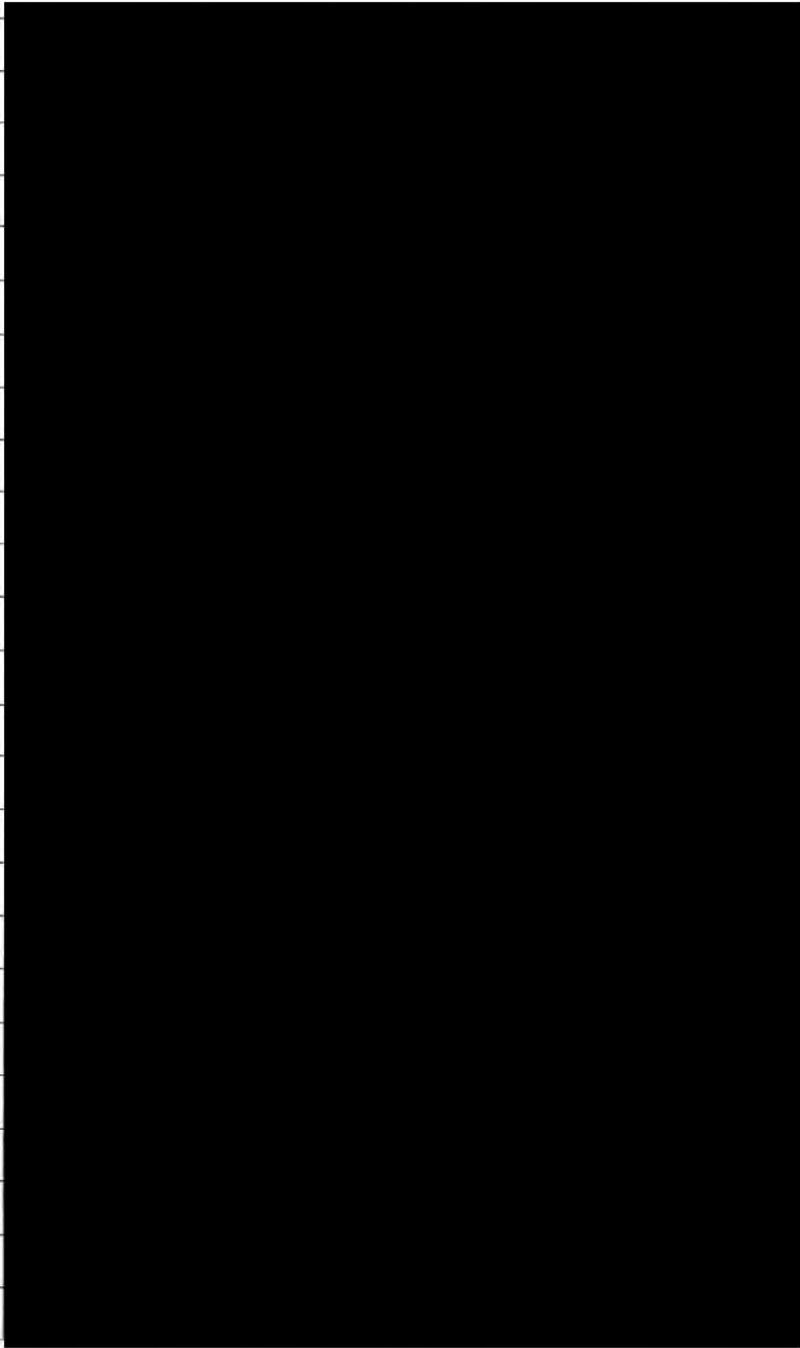
PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME
R. Lett Preston
Pat Justice
Kerstin Marek
Wayne Lewis
John Robinson
Lisa Banning
Rob Campbell
Gary Davis
Sharon Davis
Dee Patterson
Belinda Patterson
Bill Doolittle
Margaret
Jennifer Patrick
Gwendolyn Seay-Higgins
Tom & Paula Ford
Jimmy & Carla Walker
Mike & Stephanie Shepherd
RICHARD & ELLEN LANDEL
Harlan Jefferson
Jan Clark
Brian Jensen
Lynette Tarsale
Richard Pounds





PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME

Robin Pounds

MIKE BELL

Robbie Bell

Susan Oakes

Nick Johnson Arizona

Kate Terry PRINCEVILLE

Nancy Stogsdill

DEAN MALOS

Katie Callaway

Charles Pritchard

LINDA Pritchard

Isela Contreras

Peter Perez

TARA VOIGT

Shawna Newins

Jay Ashmore

Kim Ryan

MATT LEAR

Stefani Lear

Nancy Lovander

Lori Swinn

Patrice Wheeler

Lori English

Darlene Preston



PUBLIC SIGN-IN SHEET

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Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

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NAME

Joe Closs

Steve Collins

Stan + Margie Youngblood

Dennis De Mattei

Linda Louise De Mattei

Brad Johnston

Willene Peterson

Suzanne Owen

Charles Pyke

Bernd Hilborn

Gary Pierce

Kevin Pennington

Bartm N. Alba

Jacal Chesney

Brian Maddox

Ron Bunger

MIKE ISFEE

Charles Cotten

Betty Hughes

MACKENORICKS

Vincent R. Damiano

Ellen Shaunnessy

JO ANNE BIXBY

Jim Smith



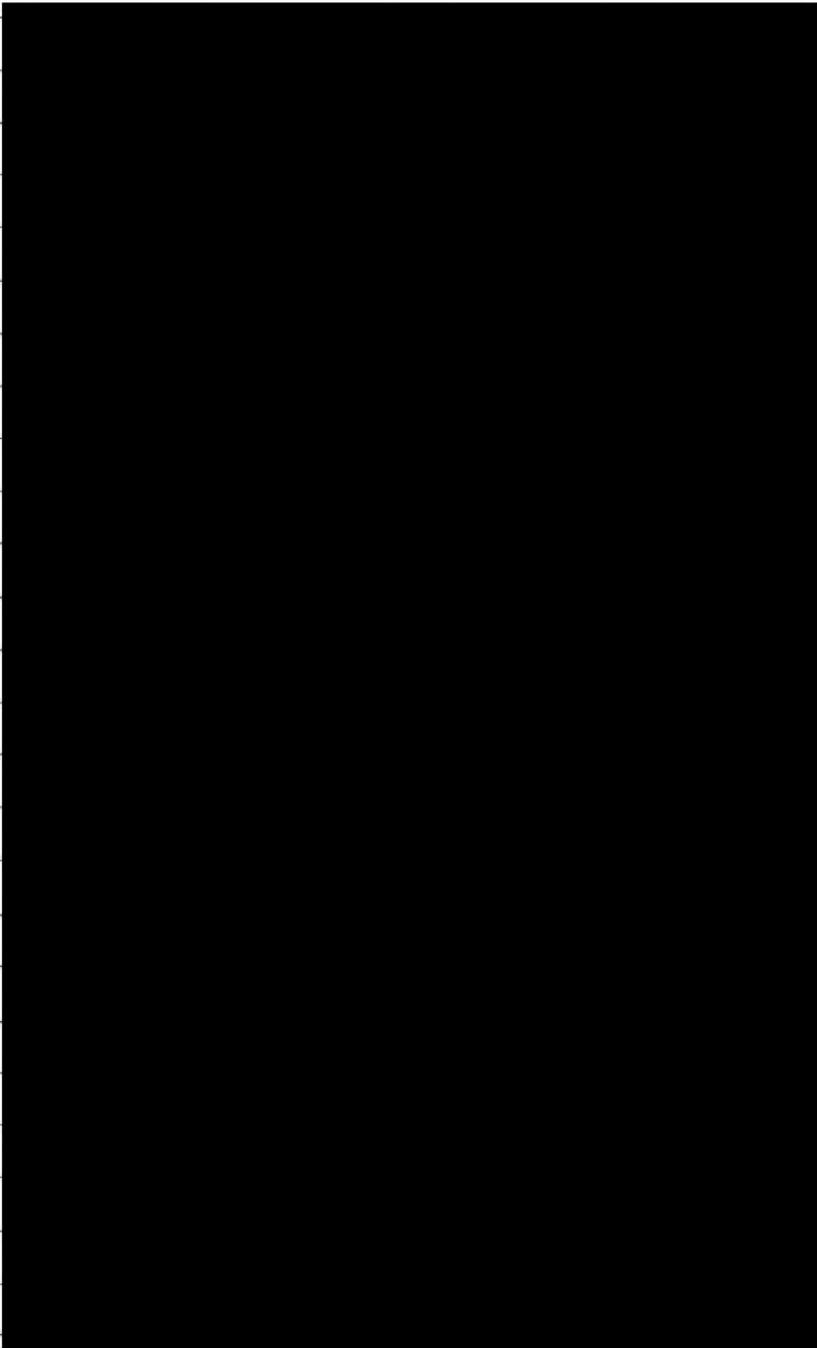
PUBLIC SIGN-IN SHEET

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Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME
Aruta Ray
Ronnie Ray
Monte Self
Forest Springer
Mark Burkert
Margaret Griffin
Cidic Reavis
Ron Cagle
Lisa Davidson
Caroline Chance
Berit Hutson
Dan Johnson
James Williams
Tammy Pennington
RON JUSTICE
Erny Shapeta
Kristen/Dennis Thomas
Rebecca Christman
Scott Chris
Ray Baum
R. MATHOCK
Paul Sutton
Jessica Sutton
BILL GUERNSEY





PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME

BIRGIT MENDOZA

Dede Watson, Vern Huff

P STANASH

AMY FRANCO

LIZ FRANCO

Fred LaChance

James Peterson

Harvey Graham

Melinda Pierce

Jenn Allen

Hannah Cain

Forrest Raines

USO MARTINEZ

Jeanne Schmalzried

Richard Schell

Arthur Goerlitz

Jeanne Goerlitz

Michael Hammock

Jean Matlock

Nicholas Nordman

JOHN MAXEY

Karen Wajovich

Joe & Debbie Chesney

Rachel Kinder + Zachary Kinder



PUBLIC SIGN-IN SHEET

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Collin County, Texas

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NAME

Marcia Jice
Donald Dean
Ernst Schmalzgrub
Jayne
Mark Wilson
Caren Wilcox
Dennis Tuttle
Jennifer Beyer
Larry & Darla Atchley
Randall Stambaugh
Diana Finch
CARY FINCH
CHRIS McCALLAN
Margette Guennsey
JOHN GIRDZUS
Keith Womach
STEVE BRAZEAU

DAVID GARNER
Paul & Lois Powell
JACK NOTEWARE
JOHN BRASHIDA
DENNIS RADCLIFFE
Tammy Biggio
JERRY HARRIS



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

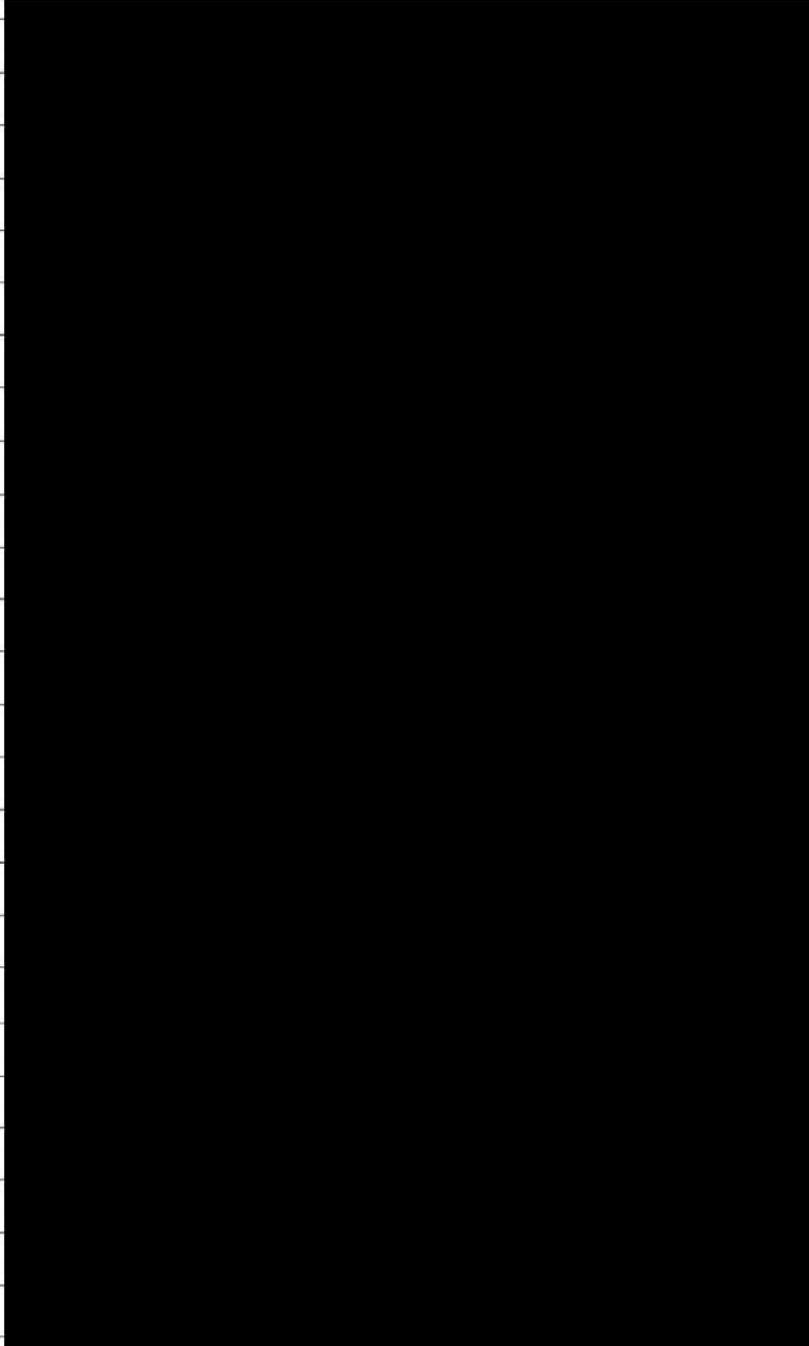
Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME
Clint Moss
Bill Ruff
Mark Harris
Bruce Blackmon
Stephanie Labroue
Stanley Labroue
RICK TURNER
Patty Braselton
Chris Hoff
Robin Lucero
Joyce Hill
Michael Zimmerman
Dave Taylor
Georgene Harris
Ann Radcliffe
Ron Lucero
GERALD SAPPINGTON
Tony Cartrevas
Cynthia Leggett
Kim Leggett
Ted Golandzimer
Lily Golandzimer
Ben Silver
CLIFF DAVIS





PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

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Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME
Martha DeAnn Pruett
TERRY A. PETERSEN
Sherry Long
JERRY LONG
Janet Anders
Pedro and Leyda Mendez
Bree Kinn
Timothy Kinn
MICHAEL KALTENBAUGH
Christian Morris
Michael Gopen
Tom DeLo Antonio
Leslie Tillisch Erik Tillisch
Samuel Simmons
Laura Cortez
Juan Cortez
Paula Bodine
BILL WALKER
Carol Tremayne
Richard Thresher
GREGG SWAFFR
CINDY CAVENER-SUMNER
Lori Wise
Aubrey Coleman



PUBLIC SIGN-IN SHEET

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Denton County Line to Hunt County Line

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NAME
DAN HEISCHMAN
April Aguilar
Brian Aguilar
LONDON SCHNEIDER
Amin Bata
Scott Lincoln
Angelo D. Higgins
Heather Thrasher
HULON T. WEBB JR.
Joshua Luke
Jennifer Sedwick
CHRIS DUGAS
Richard Clare
Harold Summer
JEFF WISE
DAVID YEN
Rheanell Farnie
Tom Strawnmyer
CHUCK CEDERBERG
JATINDER JUDGE
Whitney Ray
Fred Hill
Venkata mettu
SATHU SUBBIAH



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

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Denton County Line to Hunt County Line

Collin County, Texas

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NAME

Linda Eiland

Boyd Eiland

Rent Van Meter

LORD and Kevin Jones

Gregory & Mignon Thomas

KEITH FADLAKHER

Diane Derenberg

Sandy Mads

Tracey Connolly

Byron & Jennifer Hicks

Kimball McIlvain

MIKE SPIRITOSO

SARAH SCHWARTZ

JEFF GROCE

Mrs Holms

Archie Ferguson

Susan Seiffert

John Merrett

STEPHEN CRENE

Sarah Van Trump

Haley Hill

Shannon Patterson

Bryan Ferguson

HEEN COOK



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

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Denton County Line to Hunt County Line
Collin County, Texas

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NAME

DAVE HARRIS

BOB Seei

JEFF R. LONEY

Stephanie Weyenbergy

Karen Graham

GORDON SEIFFERT

Tilda Bensley

RICK & Tanya Franklin

Carey Vogelsong

Anna Barthel

David N Counts

Walter Hagedorn

Roscoe Saltford

John Hagen

MIKE & CINDY WILES

Lisa Jones

Ga.

Gaile Parks

Amy Roller

Chris Dudley

Dawn Oldfield

Nancy Evelyn

Charles Evelyn

Kevin Lynn



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NAME

Judson Jones

KARIN KERBY

TARA WATKINS

PATEL, BHARGAV

E. WILLIAMS

S. WILLIAMS

JOE SONDEREGGER

DIANA SONDEREGGER

Dianne Brown

ERIC NISHIMOTO

PAMELA NISHIMOTO

Lynette Terrell

duany Catherine Gowen

Gradyson Cavener

Kately Seei

MARY Hammack

Laura Sisson

Kris Trotter

Richard & Scottie Thompson

Suzanne DeLaney

Christine Stronking

Aubrey Kennedy

Judy Miller

Rick Miller



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME

Bruce Cullin

Doug Fuller

Annette Fuller

Randy Dempsey

Teresa Dempsey

Kyla Smith

Michael Smith

Andy Castanheira

David Dakes

DICK & LINDA PRATT

CORRIE BROCK

MARCUS BROCK

Bob Danielson

Carol Danielson

Ross Gallaway

Aimee Wilson

Kristi Contreras

DAVID CONTRERAS

GEORGE DUPONT

Don & Lindy Nobles

MARIA MERCER

LARRY FREEMAN

Chris Vock

Shannon McLinden



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME

Deirda Nalty

Beth Sefcik

John Sefcik

Stephen Kerby

Karen NEWTON

Tony Musick

RICHARD OLDFIELD

Bhadresh Trivedi

Tracy Thomas

Michael Hennig

SARA Hennig

Rachel Lacey

Leslie Allcorn

~~Stuart King~~ - jsica King

Hannah King

Maddy King

William Campbell



PUBLIC SIGN-IN SHEET

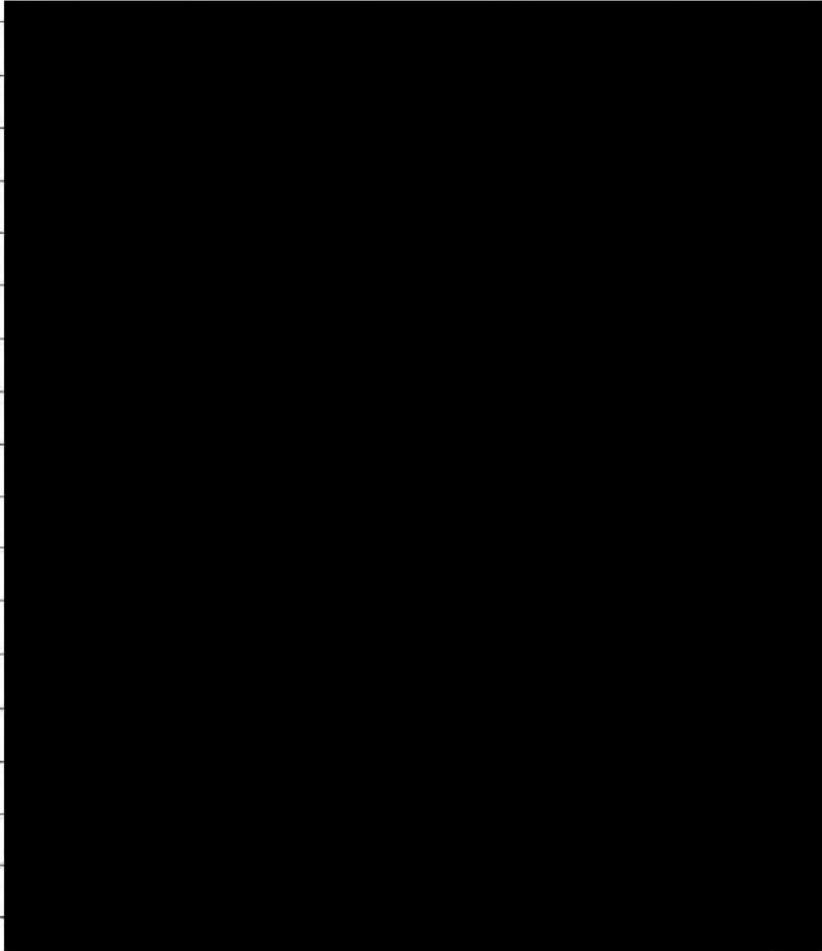
Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME

Annie Obeule
Debra Campbell
Terry Reishus
Amy Goto
RACHEL & MATT NICHOLS
Todd & Keli Schoel
Bill Trotter
Frances van Tassell
Michael Galli
Ty Galli
Michael Allcorn
Stan Ullom
Cheryl Ullom
John Fernandez
LEAH GRIFFIN
VALERIE FARRINGTON





PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME

Amanda Fernandez

Jill Kopinski

Austin Anderson

David Cox

Tim Anders

Terry + Sally Waade

Bill & Lynn Cross

Ana Marie McCarthy

LORNE BLOOVEL

John and Laminic Erano

GAIL WANG



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380

Denton County Line to Hunt County Line

Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	
Harriet Judge	
Ann Busbee	
Jeff Kennedy	
Jennifer Mason	
STUART KING	
Pamela Sherry	
Jill Nugent	
Bry Taylor	
CRAIG & SUZANNE HANSEN	
LINDA ELLIOTT	



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	
Sharilyn Garner	
MARCUS E. RAY	
ODIN MATTES	
Bee L Miller	
Alex Milano	
Shannon Blake	
Mark Jones	
Joe TOTTEN	
Phil's Day	
Sue Reishus	
Stephanie Johnson	
Sherry White	
Amy / Limas	



PUBLIC SIGN-IN SHEET

Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

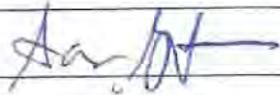
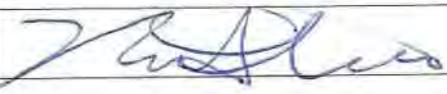
NAME	
Chris Cooper	[REDACTED]
Lynn Cooper	
Grace Mason	
Stephen Thomas	
Cameron Mills	
Marcia Harding	
David J. Johnson	
Tennett Harris	
Thomas John	
Ed Reames	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET
Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
Denton County Line to Hunt County Line
Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

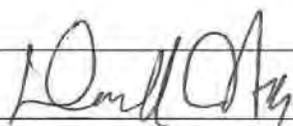
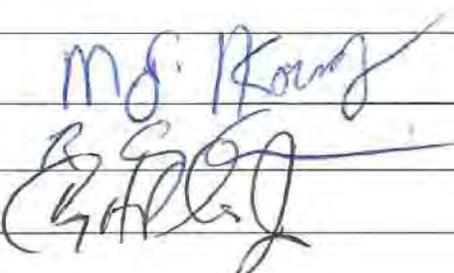
Name and Public Office	Signature
The Honorable George Fuller Mayor – City of McKinney	
Paul Grimes City Manager – City of McKinney	
Jose Madrigal Deputy City Manager – City of McKinney	
The Honorable La'Shadion Shemwell Council Member District 1 – City of McKinney	
The Honorable Rainey Rogers Mayor Pro Tem District 2 – City of McKinney	
The Honorable Scott Elliott Council Member District 3 – City of McKinney	
The Honorable Chuck Branch Council Member District 4 – City of McKinney	
The Honorable Tracy Rath Council Member At Large – City of McKinney	
The Honorable Charlie Phillips Council Member At Large – City of McKinney	
Gary Graham Director of Engineering – City of McKinney	
Aaron Bloxham Planning Manager – City of McKinney	
Nick Ataie CIP Manager – City of McKinney	
Michael Quint Exec. Director of Development Services – City of McKinney	
Matthew Tilke Transportation Engineering Manager – City of McKinney	
Cindy Schneible President, Community Development Corp 4B – City of McKinney	
Abby Liu Executive Vice President, EDC – City of McKinney	
The Honorable Chris Hill Judge – Collin County	
Teresa Mercer Judge's Assistant – Collin County	
The Honorable Susan Fletcher Commissioner Precinct 1 – Collin County	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET
 Meeting with Affected Property Owners: March 28, 2019

Proposed Improvements to US 380
 Denton County Line to Hunt County Line
 Collin County, Texas

CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

Name and Public Office	Signature
The Honorable Cheryl Williams Commissioner Precinct 2 – Collin County	
The Honorable Darrell Hale Commissioner Precinct 3 – Collin County	
The Honorable Duncan Webb Commissioner Precinct 4 – Collin County	
Hilari Webb Commissioner Assistant Districts 1, 2, & 3 – Collin County	
Georgia Shepard Commissioner Assistant District 4 – Collin County	
Clarence Daughterty Director of Engineering – Collin County	
Tracy Homfield Assistant Director of Engineering – Collin County	
Michael Morris Director of Transportation - NCTCOG	
Dan Lamers Senior Program Manager - NCTCOG	
Berrien Barks Principal Transportation Planner - NCTCOG	
Jeffrey Neal Program Manager - NCTCOG	
The Honorable Scott Sanford Texas State House of Representatives – District 70	
The Honorable Angela Paxton Texas State Senate – District 8	
The Honorable Pat Fallon Texas State Senate – District 30	
The Honorable Ray Smith Mayor – Town of Prosper	
The Honorable Michael Korbuly Council Member Place 1 – Town of Prosper	
The Honorable Craig Andrea Council Member Place 2 – Town of Prosper	
The Honorable Curry Vogelsang Jr. Council Member Place 3, Mayor Pre-Tem – Town of Prosper	
The Honorable Meigs Miller Council Member Place 4 – Town of Prosper	



TxDOT AND CONSULTANT SIGN-IN SHEET
 Meeting of Affected Property Owner: March 28, 2019

Proposed Improvements to US 380
 Denton County Line to Hunt County Line
 Collin County, Texas
CSJ: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

NAME	ORGANIZATION
BRYAN ESMAILI-DOKI	TxDOT
Christine Polito	TxDOT
VERA CRUZ	RJ RIVERA Associates, Inc
Haley M. Smith	BMCD
David Williams	BMCD
Brandon Cuellar	TxDOT
Lezlie Kirby	TxDOT
Kraig Dearman	TxDOT
Mike Morris	TxDOT
Michelle Raglan	TxDOT PIO
Tommy Kimney	Burns + McDonnell
Ryan LaFontaine	TxDOT
Kristen Harper	BMCD
Stephony Endres	TxDOT
DAN PERGE	TxDOT-DAL
Brenan Hoyer	TxDOT-CCAO
Lacey Rodgers	TxDOT-PAL
Patricia Healy	
MYRIK JMS COSTAS	RJ Rivera & Associates
Elliot Wiersgalla	SWC
Emily Elmore	SWC



Section D. Comments Received

Section	Document
D1	Comment Forms, Emails, and Letters Received



D1 Comment Forms, Emails, and Letters Received

Smith, Chelsey

From: Aaron Brooks [REDACTED]
Sent: Thursday, April 11, 2019 3:29 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron Brooks
[REDACTED]
[REDACTED]

"I support the GREEN alignment for US HWY 380 for many reasons, including, but not limited to:

- 1. Businesses and homeowners with the forethought to locate away from the Highway, should not have the highway coming to them!*
- 2. Moving a bypass into Prosper, is bullying from McKinney. Prosper is small, needs the tax base any real estate taken by a potential bypass, and again, had the forethought to build in most cases well back from the Highway.*
- 3. There's already a plan for an outer loop, an additional bypass is redundant.*
- 4. Expanding the existing Highway, will improve access to businesses along the Highway in the long term, rather than moving traffic away from them.*

"

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Thanks

Aaron



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Adam Mantelmacher [REDACTED]
Sent: Friday, April 5, 2019 12:51 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Adam Mantelmacher
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Adawndria Fisher [REDACTED]
Sent: Sunday, April 7, 2019 1:05 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Adawndria Fisher
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
Adawndria Fisher

"My command is this: Love each other as I have loved you. Greater love has no one than this, that he lay down his life for his friends." John 15: 12-13



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

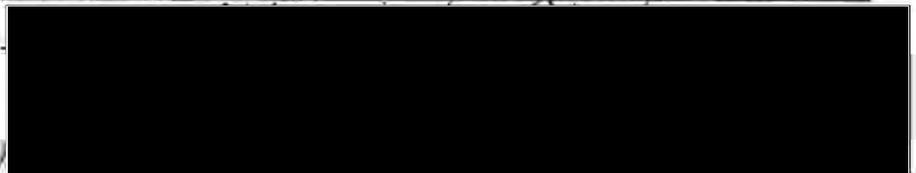
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NAME:

Adela Seal Adela Seal

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



Received SRCA
APR 11 2019

**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Aidan Jump

ADDRESS:

CITY:



Delgado, Natali

From: Al Preisser [REDACTED]
Sent: Thursday, April 4, 2019 6:31 PM
To: Stephen Endres
Cc: Joyce Preisser
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Al Preisser [REDACTED]

COMMENT This note is to show support for the Green option regarding 380. A close friend has a son who benefits greatly from the services offered by Manegait . The Green option allows Manegait to continue to provide the services needed. I have personally seen the joy of the kids who use the services provided by Manegait. Please allow their programs to continue by choosing the Green option. Sincerely yours Joyce & Al Preisser



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

Albert Shortz

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

Albert Shortz

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS

COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Alethea Bowen

ADDRESS:

CITY:

Delgado, Natali

From: Alex Brannon [REDACTED]
Sent: Thursday, April 4, 2019 4:08 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Name: Alex Brannon
[REDACTED]

COMMENT: I am writing because I have a loved one at ManeGait, a non profit providing therapeutic horsemanship. I am in favor of the GREEN alignment between FM1827 and Coit Rd for the HWY380 expansion. This is the best option for traffic between Prosper and McKinney.

There is no need for a bypass. RED alignment B and E would directly impact ManeGait's property and cause issues for for their clients.

We need to preserve the beauty of the area as well as protect MainGait's ability to provide their much needed services.

That said GREEN alignment addresses all these needs and everyone wins.

Sincerely,

Alex Brannon

Delgado, Natali

From: Alex Parker [REDACTED]
Sent: Thursday, April 4, 2019 12:24 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Alex and Amy Parker/ [REDACTED]

COMMENT: *"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

Delgado, Natali

From: Alexander Milano [REDACTED]
Sent: Friday, April 5, 2019 6:43 PM
To: Stephen Endres
Subject: US 380 MAPO (PROSPER) COMMENT CARD

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your consideration.

Sincerely,

Alex Milano
[REDACTED]



Received SRCA
APR 11 2019

**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: **Alexandra Jump**

ADDRESS:

CITY:



Smith, Chelsey

From: Alfredo Castillo [REDACTED]
Sent: Wednesday, April 3, 2019 10:01 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Regards,
Alfredo Castillo

[REDACTED]
[REDACTED]

Delgado, Natali

From: Alice Mcquitty [REDACTED]
Sent: Thursday, April 4, 2019 12:19 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Alice McQuitty, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 10:24 AM
To: Smith, Chelsey
Subject: FW: Oppose Red Alignments E and B

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

From: Alisa Benson [REDACTED]
Sent: Friday, April 12, 2019 11:12 AM
To: Stephen Endres
Subject: Oppose Red Alignments E and B

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,
My name is Alisa Benson.
My home is in [REDACTED]

I strongly oppose the proposed bypass, Red Alignments E and B.

I support GREEN alignment between Coit Rd and FM 1827 for the expansion of US Hwy 380.

The green alignment is the optimal and most efficient path for east to west traffic through McKinney and Prosper.

The proposed bypass will unnecessarily scar the natural beauty of our community and will ultimately destroy Mane Gait Therapeutic Horsemanship.

Mane Gait assists countless families, including individuals with special needs as well as our Country's Veterans.

I implore you to examine options used in Dallas through University Park when Southbound 75 was widened years ago.

Regards,
Alisa Benson

[A Texas Department of Transportation (TxDOT) message]<[1](https://urldefense.proofpoint.com/v2/url?u=https-3A__www.txdot.gov_inside-2Dtxdot_media-2Dcenter_featured.html&d=DwIGaQ&c=pgTKN5yjcEYSPUPpeP-zuA&r=Do0hs007mNVABlxnQFgFRZAuXXi2aQYL-ZYagjMaLV0&m=6PPXkxJiyFsRFWTHC87QhGVncDXCFMSYdUCGjy1tGll&s=kF-YFPMEoGH46cGFuofYNBylmfwvl-QI49hZeWTs9cc&e=></p></div><div data-bbox=)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Alison Kieschnick [REDACTED]
Sent: Monday, April 8, 2019 3:08 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Alison Kieschnick
[REDACTED]
[REDACTED]





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print Alison Moore

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Alison Moore

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Allison Pitts [REDACTED]
Sent: Friday, April 5, 2019 9:39 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Allison Pitts and I live at [REDACTED]

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,
Allison Pitts



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

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Please Print Allison Pitts

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Allison Pitts

ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Amanda Batson [REDACTED]
Sent: Tuesday, April 9, 2019 1:54 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Form: Red Option-B

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Red Option-B bypass alignment option.** This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red Option-B also is the least expensive option when compared to the cost of Red Option-E, the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Amanda D Batson

[REDACTED]

[REDACTED]

Amanda D. Batson, Ph.D.



Delgado, Natali

From: Amanda Ellis [REDACTED]
Sent: Wednesday, April 3, 2019 7:47 PM
To: Stephen Endres
Subject: Please widen 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway.

Fixing 380 on 380 is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Keeping some of the "Unique by Nature" that McKinney is known for rather than placing a large freeway which would make 3 (121, bypass, outer loop) within approximately 10 miles is the better option for McKinney.

Build out the surface streets the way that has been planned for years. And stay with the McKinney 2040 plan.

Sent from my iPhone



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School

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Please Print

BYPASS Option E does not take care of the existing issues and concerns about a 380 bypass:
future - already in development

- Destruction of approximately 50-75 homes in Erwin Farms & Timber Creek neighborhoods.
- Proximity and noise to Erwin Park - one of McKinney's only preserved park areas
- Proximity to neighborhoods who chose NOT to live by 380!
- Proximity to Mane Grait property & noise
- Continued commercial development along 380 that will continue to be congested due to high speeds + stoplights. FIX 380 ON 380!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Amanda Hurlbut

ADDRESS:

CITY:



Delgado, Natali

From: Amanda McCaffrey [REDACTED]
Sent: Thursday, April 4, 2019 5:56 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:
Amanda McCaffrey

[REDACTED]

COMMENT:

1. *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services*

Thanks!

Amanda

Delgado, Natali

From: Amber Billingsley [REDACTED]
Sent: Thursday, April 4, 2019 3:06 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Amber Billingsley [REDACTED]

I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. **GREEN** alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Amber Billingsley
Business Development Executive

[REDACTED]
www.axxess.com



[Visit Our Complete PDGM Resource Center!](#)

This communication is intended for the use of the recipient to whom it is addressed, and may contain confidential, personal and/or privileged information. Any communication received in error, or subsequent reply, should be deleted or destroyed.

Smith, Chelsey

From: Chris & Amber Evans [REDACTED]
Sent: Wednesday, April 10, 2019 9:34 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,

Amber Evans (Resident near 380 and Stonebridge)

[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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All written comments must be postmarked by April 12, 2019.

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM
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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

Keep 380 on 380 - Red Option B cuts through a prime piece of property to be developed for the benefit of Prosper residents. This would drastically change the landscape of that land. NO to Option Z as it hurts our tax base by eliminating Lowe's that already exists.

NO BYPASS through Prosper is necessary with the Collin Co. Outer Loop coming.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

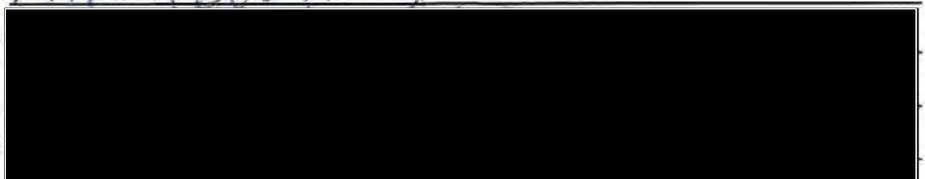
- I am employed by TxDOT
- I do business with TxDOT
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NAME:

Amy Bartley

ADDRESS:



CITY:

Delgado, Natali

From: Amy Lancaster [REDACTED]
Sent: Friday, April 5, 2019 10:22 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:
Amy Lancaster [REDACTED]

COMMENT:

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Amy

Smith, Chelsey

From: Amy Limas [REDACTED]
Sent: Friday, April 12, 2019 3:35 PM
To: Stephen Endres
Subject: MAPO comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, Texas, I strongly SUPPORT either the Red Option-B or Red Option-E alignment segment. These options are the least disruptive to existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive by up to 139M compared to option A or up to 271M compared to the green alignment. I strongly OPPOSE Red Option-A and the proposals to widen US 380 (the Green alignment option) converting US 380 to a limited access freeway. These costly options will negatively impact Empowerment and Historic zones along US 380 and will destroy over 200 existing and future businesses, thereby reducing sales and property taxes in McKinney as well as eliminating thousands of jobs initially, and potentially permanently, should businesses choose not to relocate in McKinney. Encouraging more traffic along the US 380 route with added lanes is also likely to decrease traffic safety on neighborhood streets arterial to Highway 380, increasing noise and pollution in our neighborhoods and reducing our property values. These long-term implications are in addition to our environmental concerns regarding pollution and waste from significant demolition of structures along 380 as well as new freeway construction should these either of these options be chosen.

To reiterate, I support either of the alternative bypass routes north of US 380 which enter the highway west of Custer Road: Red Option-B or Red Option-E. These are the best options to improve traffic flow in our corridor while also preserving and growing the economic and residential vibrancy of our community and city.

Amy Limas
[REDACTED]
[REDACTED]

Delgado, Natali

From: amy lu [REDACTED]
Sent: Thursday, April 4, 2019 11:11 AM
To: Stephen Endres
Subject: US380 feedback

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, Mrs. Endres,

As a Stonebridge Ranch residence, I favor the Red option B plan for US380 bypass. This plan is least expensive and least disturbance to nearby residence and businesses. And as city of Prosper and Mckinney grows, more and more developments are occurring to the north of US380. Build a bypass to the north of US380 would benefit more in the long run.

Thanks for your time!

Amy Lu



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Amy Norred [REDACTED]
Sent: Thursday, April 4, 2019 11:39 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Amy Norred

[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services. This is not acceptable.

Many lives would be adversely affected. If you have been to this facility and seen the DAILY miracles and positive impact that it has on our community, then any option other than the GREEN wouldn't be acceptable.

Thank you for your consideration!

Amy Norred



**MEETING WITH AFFECTED PROPERTY OWNERS
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**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Amy Penland

ADDRESS:

CITY:

Delgado, Natali

From: Amy Penland [REDACTED]
Sent: Tuesday, April 9, 2019 12:23 PM
To: Stephen Endres
Subject: US 380 MAPO

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,
Amy Penland

[REDACTED]

CROW HOLDINGS CAPITAL
REAL ESTATE

Amy Penland
3819 Maple Ave. Dallas TX 75219

[REDACTED]

IMPORTANT NOTICE: This e-mail and the information contained in, and the documents or files attached to this e-mail may be confidential, proprietary, and/or legally privileged and are intended only for the intended recipient(s). If you are not the intended recipient(s) of this message, please notify the sender immediately by return e-mail and destroy this message and any and all attachments immediately. This e-mail is not an offer to buy or sell or a solicitation to buy or sell any securities, investment products

or investment advisory services. You acknowledge and agree that this e-mail is subject to the terms and conditions set forth in the following link: <http://www.crowholdingscapital.com/email-disclaimer>.

Delgado, Natali

From: Amy Penland [REDACTED]
Sent: Tuesday, April 9, 2019 12:20 PM
To: Stephen Endres
Subject: Christina Penland - Red Option B
Attachments: Christina Penland - Red Option B.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please support **Red Option B** for the 380 improvement project. Please see attachment.

CROW HOLDINGS CAPITAL
REAL ESTATE

Amy Penland
3819 Maple Ave. Dallas TX 75219

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Delgado, Natali

From: Amy Robison [REDACTED]
Sent: Friday, April 5, 2019 4:06 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Amy Robison: [REDACTED]

COMMENT: I support the green alignment for the 380 Highway expansion. I am a long time volunteer and supporter of Manegait Therapeutic Horsemanship. It is a wonderful place that does an amazing service for our community. A bypass of 380 is unnecessary and would destroy a beautiful area of our community.

Thank you for listening to the community's input.



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School

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Please Print

I am extremely disappointed that TXDOT continues to propose bypass options when it has been made clear through previous surveys that ~~this~~ ^{ANY} Bypass is not wanted by the majority of residents. In particular residents like myself who live in Prosper. We purchased a home in Prosper after living 13 years in Stonebridge Ranch because we desired a small community that showed thoughtful planning. Now we are at risk of losing property value, tax revenue and safety for our children because of ~~poor~~ poor planning by certain land developers. As a Prosper resident, I vote NO to ANY bypass option. Keep 380 on 380 the way ~~it~~ ^{it} was originally planned.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Amy Roller

ADDRESS:

CITY:

Smith, Chelsey

From: Amy Stanley [REDACTED]
Sent: Sunday, April 7, 2019 5:42 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Endres,

My name is Amy Stanley. I am new to Texas, having moved to support Toyota's relocation to Plano. My address is [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. My Toyota career has taken me from Southern California, to Ann Arbor, Michigan, to North Texas. What makes North Texas unique is the proximity of corporate headquarters to rural living. A bypass is unnecessary and would take a direction of over-development within community, limiting the rural character that blends with the urban conveniences.

GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. We are horse people and see great value in equine therapeutic programs for people with developmental and physical challenges. Since moving to the area, I have quite accidentally stumbled upon people whose children are clients of the ManeGait program. It is a tremendous asset to the community that very likely could not overcome the financial impact if relocation became necessary.

Since there are reasonable alternatives for the US 380 route, the community should consider each route's impact carefully. Based on the above, I believe the GREEN option is the most suitable.

Respectfully,
Amy Stanley



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Andrea Opfar [REDACTED]
Sent: Thursday, April 4, 2019 8:59 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Andrea Opfar
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Furthermore, I object to the bypass as a resident of Heatherwood. The difference between us and Stonebridge/Tucker Hill is that we DIDN'T buy homes next to a growing freeway. 380 was there before their homes and developments, and was projected to grow even back then. We bought our home with knowledge of plans to expand Wilmeth and Bloomfield into roads similar to Virginia. Those plans should be followed, along with a 380 expansion.

Sent from my iPhone

Delgado, Natali

From: Andrew Coetzee (TMS) [REDACTED]
Sent: Thursday, April 4, 2019 4:57 PM
To: Stephen Endres
Cc: Dori home Coetzee [REDACTED]
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

●● PROTECTED 関係者外秘

Hello. I am a resident of Prosper, Tx. My home address is [REDACTED]
[REDACTED]

I would like to provide my input into the US 380 expansion in the Prosper and McKinney area.

I strongly support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community, and have massive impact to the City of Prosper and many businesses. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you
Andrew Coetzee

Andrew Coetzee
[REDACTED]
[REDACTED]

Delgado, Natali

From: Andy Franco [REDACTED]
Sent: Wednesday, April 3, 2019 4:02 PM
To: Stephen Endres
Subject: Proposed Improvements to US 380 from Denton County Line to Hunt County Line Collin County, TX

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir,

As a resident of prosper for almost 10 years, I am opposed to any bypass solution being proposed. You need to keep Highway 380 ON Highway 380. Highway 380 through Prosper was just improved/widened. Should have been widened one more lane each side or another alternative would be to double deck it. If there is no choice but to have a by pass I suggest the bypass occur east of Custer Road.

Please note that I am not employed by TxDOT, nor do business with TxDOT, now would I benefit monetarily or otherwise from the project or any other item about which I am commenting.

Sincerely,

Andrew A Franco & Elizabeth A Franco
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

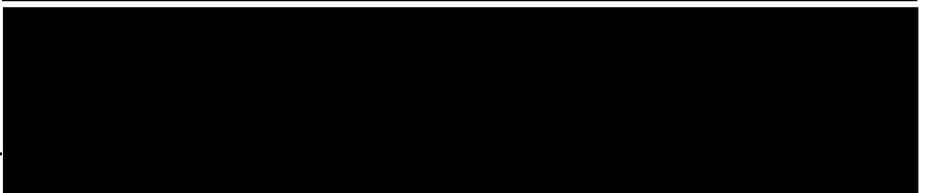
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ADDRESS:

CITY:





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NAME:

Angela Short

ADDRESS:

CITY:



Delgado, Natali

From: Angela Thiele [REDACTED]
Sent: Friday, April 5, 2019 12:02 PM
To: Stephen Endres
Subject: US 380 Improvements

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Endres,

My name is Angela Thiele. I am the homeowner's president in Creekview Landing, an acreage community situated off of FM 1827 in an unincorporated area of McKinney. I left you a voice message earlier, but thought I would also email you if it easier for you to get back to me via email.

I received the Notice of Public Meetings regarding the feasibility study for US 380, which I typically pass on to our residents in case they have not signed up individually to receive updates. My question is whether widening 1827 as part of the 380 improvements is still an option. If so, I would like to advise the residents of that because I think more of them would turn out for these meetings if they knew the answer to that question.

I would appreciate any advice you can give me on this question either via email or phone. Please feel free to call me at [REDACTED]

Thank you!

Angie Thiele



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

None of the options other expanding existing 380 is acceptable. It has the minimum amount of impact on local people. It is where all the business and the traffic should flow to help the businesses developed on 380.

If you don't do the Green Option then I say NO to 380.

This is a waste of Tax payer Money. Not enough traffic will use the by pass.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

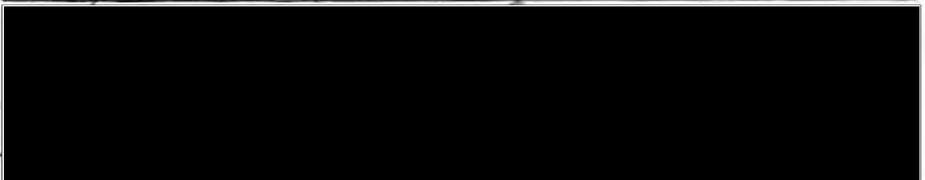
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NAME: Angelo D. Buzzins

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Collin County, Texas**
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____



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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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CITY: _____



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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME:

Ann Dover

ADDRESS:

CITY:



Delgado, Natali

From: Ann Henkels [REDACTED]
Sent: Thursday, April 4, 2019 8:59 PM
To: Stephen Endres
Subject: 380 Green Route

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I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Ann Henkels
[REDACTED]

Smith, Chelsey

From: Dennis Radcliffe [REDACTED]
Sent: Saturday, April 6, 2019 2:27 PM
To: Stephen Endres
Subject: US-380 Comment Form--McKinney Area

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My husband's employer, Toyota, moved us to the North Dallas area almost four years ago. We drove through many different cities while looking for places to put down our roots--Celina, Prosper, McKinney, Denton, Little Elm, Frisco, Melissa, Plano, Lucas, Fairview, Allen, Plano, and Flower Mound. While driving, we as very experienced drivers of Southern California and the congestion exhibited in that state, commented several times how Texas is ill-prepared for what is coming very soon to these areas. TXDOT is at least ten year behind in several areas here in North Texas and US-380 is a major sore spot. Most importantly, TXDOT should have had jurisdiction and a say on any building projects that directly connects to US-380 especially since it is considered one level lower than an interstate highway.

As I've stated we have been here less than four years and the developing of properties off US-380 is out of control.

- Denton, with a by-pass already built because of their downtown congestion, was granted permission to build Ray Braswell High School on the corner of US-380 and Union Park Boulevard. This nightmare is just rearing its ugly head and will never get better. A combination of new 16-18 year-old brand new drivers, poor access, and lots of congestion is a recipe for disaster. I don't want to read about lives lost because of this poor planning but unfortunately I believe it is inevitable. Denton has solved one area of congestion yet caused more congestion east of their by-pass.
- McKinney has built much of its retail area at the intersection of US-380 and US-75. McKinney is continuing their retail spread at the intersections of Lake Forest and US-380 and Harding and US-380. McKinney has also developed neighborhoods such as Tucker Hill and Auburn Hills in the area of discussion. These new areas again were built with the knowledge that US-380 was under review for widening/re-aligning yet McKinney chose to build anyway.

Prosper has responsibly planned and implemented a fix for US-380 near congested areas such as DNT and Preston Road by building raised thru-ways and access roads to the local businesses. The town of Prosper has a smaller land footprint than McKinney and does not have the ability to create tax revenue as McKinney. By removing Lowes and other businesses in the center at Custer and US-380, TXDOT severely hampers the town of Prosper's right to prosper. Prosper should not have undeveloped land taken by another city as a "land grab" because Prosper is choosing to develop responsibly and purposefully. Had the homes, schools, and other businesses already been developed at this corner, these by-passes would not have even been an option.

It is irresponsible for the city of McKinney to force the problem McKinney created and not planned for growth onto any other city especially when McKinney has had the land to develop properly but has utterly failed. McKinney needs to solved their problem in their own backyard without affecting other adjoining cities.

TXDOT needs to be proactive not reactive in building roads especially in areas that are experiencing exponential growth--the fastest in the nation.

I would like to keep US-380 on US-380. If McKinney wants a by-pass then the by-pass should be entirely in the city limits of McKinney and have not adverse affect on neighboring cities.

NO ON RED BY-PASS OPTION B.

NO ON RED BY-PASS OPTION E.

YES ON GREEN OPTION.

A yes to red option A IF AND ONLY IF green option to keep US-380 on US-380 cannot be completed. Red option A keeps all McKinney's problems inside McKinney.

Regards,
Ann Radcliffe

[REDACTED]
[REDACTED]

I am not employed by TXDOT
I do not do business with TXDOT
I will not benefit monetarily from the project or other item about which I am commenting



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- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 11:32 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Anna Payne

[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 or the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves on elf Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community service.

Thanks!

Anna Payne

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME: Ann Marie McCarthy

ADDRESS:

CITY:



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
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Please Print

Keep 380 on 380! It would seem to me that that would make the most sense. Before we moved to this area (we visited family) it was obvious that 380 is a main thoroughfare and that if widening and increased transport was necessary that it would occur on 380. The only bottle neck + transportation issues I've ever incurred has been on 380 Near Tucker Hill. You want a bypass? Do it there. None of the alternatives make sense.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

ANNETTE FULLER

ADDRESS:

CITY:

Delgado, Natali

From: Anthony Burokas [REDACTED]
Sent: Thursday, April 4, 2019 11:51 PM
To: Stephen Endres
Subject: proposed bypasses of route 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Anthony Burokas, [REDACTED]

COMMENT: I support the GREEN path east and west between Coit Road and FM 1827 for the expansion of US HWY 380. It is the most efficient path for east-west traffic through the cities of Frisco, McKinney and Prosper.

I even urge you to sink it like much of the DNT is sunk, helping to reduce road noise to surrounding communities. I live along 121 and the road noise actually wakes me up some mornings, as well as keeps me up Friday and Saturday nights. With the impending expansion of 121, it's only going to get worse. There are no walls to block the noise, and the highway extends up higher than surrounding structures which spreads the noise everywhere.

A bypass is unnecessary. 380 is already a wide thoroughfare. And, not being a toll road, it does not need the excessively wide "double highway" structure of the toll roads. So an expansion along the current route should suffice.

--
| Anthony Burokas <> [REDACTED]
| Streaming Media - Video Producer
| Frisco Studios <>
| [https://urldefense.proofpoint.com/v2/url?u=http-3A__j.mp_Frisco1&d=DwlGaQ&c=pgTKN5yjcEYSPUPpeP-zuA&r=Do0hs007mNVABlXnQFgFRZAuXXi2aQYL-ZYagjMaLV0&m=2bC36ZScfK4rp8QJiEE1T0aseLGB1f1nzxBdp3X2fH8&s=IliJrcLdQdHY1PEnv-OsGNM-arzgyC4aZmQRUU86dfY&e=IEBA Communications <>](https://urldefense.proofpoint.com/v2/url?u=http-3A__j.mp_Frisco1&d=DwlGaQ&c=pgTKN5yjcEYSPUPpeP-zuA&r=Do0hs007mNVABlXnQFgFRZAuXXi2aQYL-ZYagjMaLV0&m=2bC36ZScfK4rp8QJiEE1T0aseLGB1f1nzxBdp3X2fH8&s=IliJrcLdQdHY1PEnv-OsGNM-arzgyC4aZmQRUU86dfY&e=IEBA%20Communications%20)
| https://urldefense.proofpoint.com/v2/url?u=http-3A__IEBA.com&d=DwlGaQ&c=pgTKN5yjcEYSPUPpeP-zuA&r=Do0hs007mNVABlXnQFgFRZAuXXi2aQYL-ZYagjMaLV0&m=2bC36ZScfK4rp8QJiEE1T0aseLGB1f1nzxBdp3X2fH8&s=WNnmiOfN2zLRcQt-U6FkuTAjbQGNnuiRKLg-eTH14ig&e=
TAJbQGNnuiRKLg-eTH14ig&e=



MEETING COMMENT FORM
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Please Print

Keep 380 on 380. It is ridiculous to continue to present these "options" that appeases a small constituency when there is already a thoroughfare in place to be improved. Cutting through private land that was never in any city or town's Master Plan and the zoning changes that would likely result are not acceptable. Any homes or businesses that would be in the right of way of an improved 380 should not be considered. They knew where they were buying or establishing their business and should have done the research like the homebuyers and landowners of property away from 380. None of the Red options even the new one (E) resolve the existing concerns.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Anthony Contreras

ADDRESS:

CITY:

Smith, Chelsey

From: Tony Eggers [REDACTED]
Sent: Sunday, April 7, 2019 11:54 AM
To: Stephen Endres
Subject: US 380 MAPO Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks,
Anthony Eggers

[REDACTED]
[REDACTED]



Received SRCA
APR 11 2019

**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Anthony Jump

ADDRESS:

CITY:

Delgado, Natali

From: Tony [REDACTED]
Sent: Friday, April 5, 2019 3:22 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,
Anthony Lackman

[REDACTED]

Smith, Chelsey

From: Tony Williams [REDACTED]
Sent: Monday, April 8, 2019 1:49 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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Anthony Williams – [REDACTED]

I am in favor of either the Green Alignment or the Red Alignment A because my wish is that the operations of ManeGait Therapeutic Horsemanship not be impacted. ManeGait helps many members of our community and it would be a shame if they had to discontinue operations or move away from our County. My wife and I are supporters of ManeGait and friends with a family who have a child that regularly rides at ManeGait.

Sincerely,
Anthony Williams

Tony Williams
ON magazine - Associate Publisher
Innovative Direct - Data Specialist

[REDACTED]
[REDACTED]
www.onmagazine.net, www.innovativedirect.net

Smith, Chelsey

From: Anya K [REDACTED]
Sent: Wednesday, April 10, 2019 11:14 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Anya Korzhukova

COMMENT: I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: April Kosakoff [REDACTED]
Sent: Thursday, April 4, 2019 1:19 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is April Kosakoff and I live at [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
April Kosakoff

Delgado, Natali

From: April Miller [REDACTED]
Sent: Thursday, April 4, 2019 5:26 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

April Miller
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. It is also consistent with the Prosper thoroughfare plan. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thanks,
April



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a Prosper resident, I have to drive on 380 when I go east or west. I've seen new housing developments and businesses being built along this road and traffic lights eventually have to be added for those risking their lives trying to cut across the "highway". I am not a fan of any loop plan, but would like to see 380 made into a limited access freeway. Prosper hasn't allowed much building along their section of 380. McKinney has quite a bit of business along their stretch and to turn the highway into something like 75 would be an undertaking. That said, I believe that would be what is best for the future. We avoid going east on 380 toward businesses in McKinney because of congestion and instead head south to Frisco.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Arthur Goerlitz
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

I support Red Option B

- smooth transition
- minimum impact on business and home owners
- was undeveloped land - which reduces tax base of municipality west of center
- Non profit horse ranch has 10 years to relocate using TxDOT funds

Primary Concern - Safety and ease of access to Truck/Hill
 - Residential traffic flow rather than construction trucks

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NAME: ARTHUR NIGHWESER
 ADDRESS: [REDACTED]
 CITY: [REDACTED]

Delgado, Natali

From: Ashleigh Trout [REDACTED]
Sent: Thursday, April 4, 2019 2:15 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Ashleigh Trout at [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.

Red alignment A and E would directly impact Manegait, a physical therapy center for the disabled which require space and peace in order to ensure the safety of their riders.

Alignments running through Prosper are pretty unfair too. This dilemma is a result of McKinney's failure to plan, and should not punish the town of Prosper for McKinney's own negligence. Prosper has been very meticulous regarding its own infrastructure.



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

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I work with a business owner whose property is located on the southwest corner of highway 75 & 380 (Lone Star Food Store Valero). This convenience store location is a key site for our company and employs 8 full time employees. Convenience store properties, located in high traffic areas are irreplaceable. We serve thousands of customers a week, with food and fuel needs. This location has assisted customers on their daily commute for decades. We as a company support the Red Option B alignment, as this option is the least disruptive to homes and businesses in the area.

Thank you

(Per Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:

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NAME: Ashley Limas (Business: Lone Star Food Stores)

ADDRESS:

CITY:

Smith, Chelsey

From: Ashley Limas [REDACTED]
Sent: Friday, April 12, 2019 1:40 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card
Attachments: 0135-11-022 etc. US 380 Comment Card Prosper_0.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Ashley Limas

Marketing Manager
Douglass Distributing
325 E. Forest Ave
Sherman, TX 75090
Lone Star Food Stores
1815 N Central Expressway (75 & 380)
McKinney, TX 75070

Delgado, Natali

From: Ashley Malfitano [REDACTED]
Sent: Tuesday, April 9, 2019 3:21 PM
To: Stephen Endres
Subject: US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

Our family received a letter in regards to the proposed changes for 380. First I would like to plainly state that US 380 should stay in its initial footprint.

Our family built a home in the Heatherwood Neighborhood 7 years ago, to raise our family. If the path of 380 is moved north it would directly affect our neighborhood and the economy in the north area.

The lack of poor planning of future road info structure during this major housing boom should not be corrected at the expense of the citizens living in the north region where you want to relocate the road.

Please keep 380 in its original footprint.

Sincerely,
Ashley Malfitano



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

Fix 380 on 380! We moved to Whitley Place in Prosper, TX due to the small town feel. ~~We~~ picked our neighborhood to be away from any major/minor highway. We do not want a bypass through/by our house. We were intentional in our purchase and should not be penalized for TxDOT to appease a judge or Mayor Fuller who benefit financially. 380 has always been designed to be a limited access highway - No bypasses. A bypass does not even make sense. Lowering intential property value, misplacing homeowners, destroying wetland, and decreasing Prosper's tax income is simply unacceptable. 380 will need to be fixed, the noise pollution, vehicle pollution, and other environmental impact has already done its damage ~~on~~ 380. We do not want any highway causing pollutions moved our direction. The only

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: option is to fix 380 on 380.

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Aebrey Kennedy

ADDRESS: [Redacted]
CITY: [Redacted]



MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
 March 28, 2019 - 6:00 p.m. to 8:00 p.m.
 Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

My name is Austin Anderson and my home is located on Bloomdale Rd/123 in McKinney, TX. The proposed 380 bypass would be less than 1000' from my primary residence and destroy the value of my home. Homes in Hentherswood are already feeling the impact of the proposed bypass and are losing value and sitting on the market. The construction and traffic associated with the bypass could also introduce structural damage to my home, further encumbering my wife and 6 month old son. Speaking to some of the reps tonight, they mentioned "the path of least resistance" being the preferred option. To me, the best option and path of "least resistance" is to build the Outer Loop. There isn't as much development where the Outer-Loop is proposed and it is only a few miles north of the currently proposed bypass. I also believe that the Outer Loop will make the 380 bypass obsolete and no one will use it. I appreciate your time and concern in this matter.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Austin Anderson
 ADDRESS: [REDACTED]
 CITY: [REDACTED]

Delgado, Natali

From: Barb Parrish [REDACTED]
Sent: Tuesday, April 9, 2019 12:01 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. This is an important facility for many impaired children.

Barbara Parrish
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:

Barbara A. Brown
[Redacted Address and City]

Delgado, Natali

From: Barbara Carlson [REDACTED]
Sent: Thursday, April 4, 2019 1:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

NAME/ADDRESS: Barbara Carlson, [REDACTED]

Delgado, Natali

From: Barbara Eubank [REDACTED]
Sent: Thursday, April 4, 2019 2:48 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Barb Eubank

COMMENT: In short, I want to say, "what are you thinking?" when aligning the Coit Road to FM 1827 with anything other than the **Green Option** ! You will hear the arguments that it is the "*optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community.*" But the reality is that we have children who are not welcome in our society right now who benefit from a quiet serene environment. We are not talking about "units" or "miles" or "traffic patterns".. we are talking CHILDREN ! It is the GREEN alignment which preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. This program was built far away from the main thoroughfare and the "city" of McKinney many years ago. I understand the boom that has happened to bring the need for traffic control to this area, but when other options are on the table why would a caring family-friendly city purposefully aim to destroy this exceptional property and displacement of this vital community service.

I would like to join the hundreds of other ManeGait supporters to beg a serious look at the Green Option.... and NO OTHER !



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Barbara Geiger Barbara Geiger

ADDRESS:

[Redacted Address]

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Barbara Jane Stevens

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: BARBARA SANO

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Barry Farris

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Barton Johnson [REDACTED]
Sent: Friday, April 5, 2019 2:53 AM
To: Stephen Endres
Cc: [REDACTED]; Patricia Nelson
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr.. Endres:

As a resident of Collin County and a Texas Realtor (license holder [REDACTED]), I am well aware the impact US 380 expansion will have on ALL in Collin County as the population increases at a very rapid rate.

(I note the 13% population increase recorded in the last census for Collin County versus just 7% for all of Texas. Also, I am informed by the Texas Association of Realtors (TAR) that approximately 350,000 make Texas their residency each year.)

Thus, I am very aware of the difficult decisions the Texas Department of Transportation will face in administrating the road development of US 380, in ALL DIRECTIONS, from Denton, TX to US 75, and actually beyond.

//////////

The Mane Gait Therapeutic Horseman facility provides a very positive impact on those having personal challenges which the majority of us do not face.

I have seen the positive influence it's efforts provide for ALL who support their mission.

I have been a donar and volunteer in Texas AND St. Louis County, MO.

//////////

I ask that you find a solution which will be as fair as possible to all as Texas & Texans advance through the first half of this century ... and beyond, as there are many issues of population redistribution which will occur.

Barton C.
Johnson

[REDACTED]

[REDACTED]

[REDACTED]

Delgado, Natali

From: Becky Morris <[REDACTED]>
Sent: Friday, April 5, 2019 1:28 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi!

I am a Prosper resident and I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you!

Becky Morris
[REDACTED]

Becky Morris
Director of Community Relations
St. Paul's Episcopal Church and School
420 S. Coit Road
Prosper, TX 75078
[REDACTED]



Delgado, Natali

From: Ben Pruett [REDACTED]
Sent: Monday, April 1, 2019 9:26 PM
To: Stephen Endres P.E.
Cc: Mohamed Bur P.E.; Michelle Raglon; Kimmey, Tony; Chris Hill; Susan Fletcher; Cheryl Williams; Darrell Hale; Duncan Webb; Ray Smith; Harlan Jefferson
Subject: TxDOT is about to get inundated with comment cards from the Stonebridge Ranch community.

Hi Stephen,

We are quite pleased with the “NO US 380 Bypass” (Red Shirts) turnout last Thursday evening. What you saw was a group of more than 150 ETJ, City of McKinney, and Town of Prosper residents expressing their opposition to TxDOT’s proposed U.S. Highway 380 RED bypass option. Residents that completed comment cards at Thursday’s meeting did not have their comments scripted or comments cut and pasted, nor were there proxies. These residents provided personal observations and concerns about how the proposed bypass will effect their lives. Some may have expressed concern about the process. ETJ residents may have expressed concerned that their voice is not being heard or considered. The comments may have a similar theme, but they represent a diversity of opinion.



You are about to get inundated with comment cards from the Stonebridge Ranch community.

The Stonebridge Ranch Community Association (SRCA) is mounting a campaign in favor of Red-Option-B or Red Option-E. SRCA is asking residents to submit comments before April 12. Here is the link to their website with their stated objective to: *“Preserve Our Way of Life.”*

<https://www.stonebridgeranch.com/txdot-traffic-corridor-proposals/>

The SRCA is proposing several alternatives for submitting comments.

- Add your name and address to the bottom of a pre-filled Comment Card. Here is the link: https://www.stonebridgeranch.com/wp-content/uploads/2019/04/US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf
- Copy this comment (Here is the link: https://www.stonebridgeranch.com/wp-content/uploads/2019/04/US-380-Comment_Red-Option-B-or-Red-Option-E_040119.pdf) and paste in an email. Subject line will be “US 380 MAPO (Prosper) Comment Card.”

- Requesting residents to provide their name and address giving SRCA permission (proxy) to fill out and submit the comment card for them.
- Requesting people to stop by the SRCA office and complete a card in person and the SRCA will submit the card for them. Residents are also encouraged to leave their comment cards in SRCA's mail slot by the front door and the SRCA will forward the comment cards.

It does not surprise me that SRCA is requesting its residents to submit comments. However, the residents are not submitting their comments. They are being asked to submit comments prepared and approved by the SRCA Board of Directors. However, what is really surprising is SRCA's request for proxies. I do hope TxDOT recognizes the questionable methods SRCA is using to "obtain numbers" rather than valid comments.

Sadly, the process TxDOT and its consultant (Burns & McDonald) have chosen has created a lot of unnecessary animosity among McKinney residents, between McKinney residents and residents residing in McKinney's ETJ, and between McKinney and Prosper residents. Unfortunately for some, the animosity will likely remain for some time.

It is time to do what's right and select improving U.S. Highway 380's current GREEN alignment as a limited access highway.

Sincerely,

Ben Pruett





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
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Please Print

See Attached Comments

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: *BEN PUAERT*
ADDRESS: [REDACTED]
CITY: [REDACTED]

U.S. Highway 380

U.S. Highway 380's GREEN alignment, and the U.S. Highway 380 proposed RED bypass alignment may be viable options for moving traffic through the City of McKinney. While both may be viable for moving traffic, what consideration is TxDOT giving to the comparative environmental and economic impacts?

Environmental Impact Baselines

Improving U.S. Highway 380 in its Current Alignment - GREEN Alignment

The environmental negative impacts associated with improving U.S. Highway 380 in its current footprint to a limited access highway are incremental. In other words, the highway and its existing use have established a baseline to assess the project's additional negative environmental impacts. Mitigation strategies can be developed to minimize the incremental negative environmental impacts. However, current environmental impacts can potentially be mitigated to levels below the established baseline, which should be scored as positive environmental impact.

Constructing U.S. Highway 380 Bypass - RED Alignment

The RED bypass option's baseline is established by the corridor's current environment. The proposed bypass introduces a myriad of transformative negative environmental impacts, including air quality and noise impacts, and additional impacts affecting the wetlands, wildlife, and possibly the North Texas's water supply itself. Gary Graham, Director of Engineering, stated in a McKinney city council study session (March 19, 2019) that even with mitigation "its not going to be as tranquil and peaceful as it is out there today." Homeowners and neighborhoods located along the bypass corridor will see their lives transformed. Families must live with the lasting deteriorating negative environmental impacts with the introduction of a limited access highway to their neighborhoods.

In Conclusion

Comparatively the proposed RED bypass alignment's negative environmental impacts are much greater than the GREEN alignment's. The proposed RED bypass alignment's impacts cannot be fully mitigated. Whereas, mitigation strategies for the GREEN alignment may have the positive effect of reducing the incremental environmental impacts below the baseline. How much consideration is TxDOT giving to the comparative environmental costs in selecting the preferred alignment?

Economic Impacts - Cost vs. Benefit

Improving U.S. Highway 380 in its Current Alignment - GREEN Alignment

Another significant issue is the cost-benefit of improving U.S. highway 380's current alignment to a limited access highway, including the economic impact imposed on commercial businesses. There is no argument that the costs to improve U.S. Highway 380 to a limited access highway will be significant. However, commercial business districts have a history of adjusting, redeveloping and thriving following similar projects. The

U.S. Highway 380

commercial corridor along U.S. Highway 380 will be a completely different economic model when improvements are completed in fifteen to twenty years.

The economic benefits for investing in the GREEN alignment are significant. The Perryman Group Study (2017), funded by Collin County Commissioners Court, estimates economic activity along U.S. Highway 380 will generate more than \$300 million annually for the City of McKinney and the McKinney Independent School district at maturity. Additionally, the study estimates the State of Texas will also receive more than \$900 million in tax revenues annually.

Constructing U.S. Highway 380 Bypass - RED Alignment

The costs to construct the proposed U.S. Highway 380 bypass are projected to be significant, but less than improving U.S. Highway 380 in its current alignment. However, the economic benefit will likely be significantly less than that projected for the GREEN alignment. Additionally, there is the economic cost imposed on residential properties and neighborhoods transformed by the project. Unlike commercial businesses, the economic value of adjacent residential properties and neighborhoods do not recover following the construction of a limited access highway (freeway). In fact, the economic and social costs are long-lasting.

The bypass also imposes an economic cost on the Town of Prosper with the seizing of commercial businesses and the loss of property and sales tax revenue. The loss in tax revenues are estimated to be over \$4 million annually. This does not include revenue losses from future development. The proposed bypass will not generate any economic benefit for the Town of Prosper or its taxpayers.

In Conclusion

The proposed RED bypass alignment has not proven to provide a significant economic cost benefit for the City of McKinney. The RED alignment imposes an unrecoverable economic penalty on the Town of Prosper. The economic cost benefits, offset by the economic penalty on Prosper, are not sufficient to justify selecting the proposed RED bypass alignment. *Is protection of McKinney's business and commercial sector more important in consideration of this project than the welfare of families and neighborhoods forced to live with the lasting deteriorating negative environmental impacts introduced by the proposed RED bypass alignment?*

TxDOT Survey Results

Two public input periods in 2018 returned over 14,000 responses. An apparent record for the department. In all cases, Collin County respondents in both surveys prefer that TxDOT update and modernize U.S. Highway 380 in its current location.

Just how much does TxDOT value the surveys and public comments they solicited?



MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
 March 28, 2019 - 6:00 p.m. to 8:00 p.m.
 Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I LIVE ON GROVE COVE AND HAVE A FIRST HAND NEED FOR 380 TO STAY ON 380, I FEEL THAT TxDOT HAS NOT DONE ALL THE STUDIES NEEDED TO MAKE A FIRM DECISION. I THINK A NEW OPTION IS NEEDED TO MAKE A MORE RURAL OPTION NOT NEAR THE HOUSING DEVELOPMENT AREAS BLOOMDALE, IF YOU WERE 1/2 - 1 MILE NORTH IT WOULD HELP ELEVATE FUTURE FOUNDATIONAL PROBLEMS AND ISSUES THAT TxDOT HAD AT THE LBJ EXPANSION PLANS.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: BEN SILVER

ADDRESS:

CITY:



Delgado, Natali

From: benjaminewatson [REDACTED]
Sent: Thursday, April 4, 2019 2:30 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

*I fully support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper.*

*A bypass is **unnecessary** and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.*

Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,
Ben Watson

[REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone

Delgado, Natali

From: Benjamin Watson [REDACTED]
Sent: Friday, March 29, 2019 12:09 AM
To: Stephen Endres
Subject: US 380 Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

First of all, thanks for your hard work. I had the pleasure of living in Denton County for years and have been beyond impressed with TxDOT's work on 35E. That being said,

I've had a question on my mind so here it goes: I'll begin by asking, why the strong avoidance of Tucker Hill? Financial motivation from developers or (two) former politicians from the county and Plano? The residents of Tucker Hill (and Stonebridge too, which makes no sense as their inner roads (Virginia, etc.) will be torched by traffic with a bypass) chose to be on a US Hwy, claim to be strongly against businesses at 75 and 380 being taken out, yet strongly oppose alignment Red A, which would avoid that... makes sense.... *sarcasm*

My name is Benjamin Watson. I live at [REDACTED], which is within the city limits of McKinney, in the proposed 850 home community of Willow Wood. The newest proposed red alignments A and B, will clip our neighborhood, and come within hundreds of feet of my home and hundreds of others. There is also poured concrete where new homes will be built that the bypass will actually go through. The utility easements and pluming has already been established. This is one of the main reasons why we selected to live where we do. Keep in mind, we are less than FIVE MINUTES from the future Outer Loop. There are many reasons why the bypass is not a desirable alignment. Those impacted by a bypass chose NOT to build or live next to a US HIGHWAY. I work off Custer and can't imagine the impact creating a bypass beginning at Custer will have. I realize and appreciate that US Highway 380 needs improvement and support an alignment that stays on the current footprint as planned in the master thoroughfare plans of McKinney, Prosper and Frisco. Keeping 380 in its current footprint has less substantial impact on families, lives, and children. If this was such a viable option (keep in mind we've known about Collin county growth for years and years) why wasn't this proposed prior to 2 years ago? Build out the arterials like in the 2040 plan.

Sincerely,
Benjamin Watson
Tax Paying Resident of McKinney, TX
[REDACTED]

Sent from Yahoo Mail on Android

Smith, Chelsey

From: The Bowmans [REDACTED]
Sent: Wednesday, April 10, 2019 6:41 PM
To: Stephen Endres
Subject: US 380 MAPO

Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,
Bill and Danielle Bowman

[REDACTED]
[REDACTED]
[REDACTED]

Smith, Chelsey

From: Sharon Hockensmith [REDACTED]
Sent: Tuesday, April 9, 2019 3:52 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres:

We have been homeowners in Stonebridge Ranch and citizens of McKinney for more than 14 years. We want you to know that we **strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment options for US 380.**

We believe that these options are the least disruptive to businesses, existing homes and families living in our neighborhood and those along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

We OPPOSE the proposal to widen US 380 (the Green Alignment option) because this option will destroy existing homes and businesses along US 380—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of business sales and property taxes in McKinney and possibly eliminate jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets feeding onto Highway 380, increasing traffic, noise and air pollution in our neighborhoods, as drivers seek shortcuts to access a more robust US 380. This would endanger our children and grandchildren who regularly bike the streets of Stonebridge Ranch to get to school, use our parks and visit their friends.

We also strongly oppose Red Option-A. It requires a large interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. This, too, would decrease safety on our residential streets as more drivers seek shortcuts. Furthermore, both the Green Alignment and Red Option-A will depress home values in our area and decrease property-tax revenues needed for increased police and fire protection.

For the thousands of residents, like us living in Stonebridge Ranch, the **Red Option-B or Red Option-E** are the best options to improve traffic flow in our corridor while also preserving the economic and residential safety of our community.

Thank you for your kind attention to our concerns.

Sincerely,
Bill and Sharon Hockensmith

[REDACTED]
[REDACTED]

Delgado, Natali

From: Bill Benton [REDACTED]
Sent: Monday, April 8, 2019 4:03 PM
To: Stephen Endres
Subject: Regarding 380 Alignment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

I would like to register my support for the green alignment down 380. Both red alignments are properly colored as red means stop or danger. Those alignments are disruptive to economic activity to businesses along 380 and will wipe out one of Collin County's treasures, ManeGait. I know firsthand the value of ManeGait to the volunteers and the members of our communities with disabilities. Take is down the current 380 alignment and do the right thing.

Thanks for giving our objections thoughtful consideration.

Bill Benton

Bill Benton

Benton Luttrell Company

www.trec.texas.gov/forms/information-about-brokerage-services

Delgado, Natali

From: Bill Darling [REDACTED]
Sent: Friday, March 29, 2019 6:28 AM
To: Kimmey, Tony
Cc: Smith, Chelsey; stephen.endres@txdot.gov; George Fuller; [REDACTED]; Patricia Nelson; [REDACTED]; Bill Darling
Subject: RE: Follow Up Letter to March 20, 2019 Meeting

Good morning Tony,

Your meeting sure drew a crowd last night. With all due respect I wanted to ask for some clarification. The new Alignment Red E shown last night was the same as the one your team presented to us at ManeGait on March 20th. Many many people came up to me last night indicating that the new alignment was being presented as one that saves ManeGait. Can you verify for me that it was being presented in that manner? I didn't go to a table to hear the presentation to know if that was the case.

I certainly hope that wasn't the case due to our response to you on March 20th and in my follow up letter of Monday March 25th. Both at the onsite meeting and in my letter I indicated the difference in Alignment B and E did not allow our organization to stay on that property. If there needs to be clarification in this regard I'm happy to be available.

Respectfully,



Bill Darling
Co-Founder



From: Bill Darling
Sent: Monday, March 25, 2019 5:09 PM
To: tkimmey@burnsmcd.com
Cc: chsmith@burnsmcd.com; stephen.endres@txdot.gov; George Fuller; [REDACTED]; Patricia Nelson; [REDACTED]; [REDACTED]; Bill Darling
Subject: Follow Up Letter to March 20, 2019 Meeting

Please see attached letter.

Thank you



Bill Darling
Co-Founder





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

AS A BUSINESS MAN AND OWNER OF A BUSINESS
LOCATED AT THE INTERSECTION OF US 380 & US 75 IN MCKINNEY, TX
(1815 N-CENTRAL EXPRESSWAY, MCKINNEY, TX 75070), I SUPPORT RED OPTION
"B" BYPASS ALIGNMENT OR "E" ARE ACCEPTABLE.

WIDENING US 380 AS PROPOSED WOULD PUT US
OUT OF BUSINESS IN MCKINNEY.

Bill Douglas
MANAGING PARTNER
DOUGLASS DISTRIBUTING CO.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Bill Douglas

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Bill Douglas

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Bill Essington

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

After looking at the latest revisions to the proposed 380 Alignments, I continue to STRONGLY FAVOR the 380 on 380 Alignment.

THANK YOU! Bill Gross

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

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NAME: Bill Gross

ADDRESS: [Redacted]
CITY: [Redacted]

Smith, Chelsey

From: Bill Martin [REDACTED]
Sent: Wednesday, April 3, 2019 2:13 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I work with a business owner whose property is located on the southwest corner of highway 75 & 380 (Lone Star Food Store Valero). This convenience store location is a key site for our company and employs 8 full time employees. Convenience store properties, located at high traffic corners in McKinney, are irreplaceable. We service thousands of customers a week, with food and fuel needs. Although our company has owned this location for a couple of years, the location has assisted customers on their daily commute for decades.

Please see the statement below to understand what we are requesting for the proposed 380 expansion.

As a business owner in McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Bill Martin
President
Lone Star Food Stores

www.lonestarfoodstores.com



Delgado, Natali

From: Bill Meilahn [REDACTED]
Sent: Monday, April 1, 2019 5:28 PM
To: Stephen Endres
Subject: US 380 MAPO Comment Form

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sir,

I strongly support the widening of 380, "in place," and its conversion to a limited access freeway.

William M Meilahn
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

IF 380 CANT BE KEPT, ^{AND EXPANDED} IN ITS ORIGINAL ALIGNMENT, IT IS REALLY DIFFICULT TO UNDERSTAND THE DESIRABILITY OF EITHER OPTION "B" OR OPTION "E". NEITHER MAKES MUCH SENSE COMPARED TO RED OPTION "A". - ASSUMING YOU HAVE TO HAVE A BYPASS AT ALL COMPARED TO OPTION "A", BOTH "B" & "E" ARE MUCH LONGER & AFFECT MANY MORE RESIDENCES & IN THE CASE OF "E" SOME SIGNIFICANT TAX REVENUE PRODUCING (PROPERTY) [LOWES & REG.]

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Bill Ruff

ADDRESS:

CITY:

Smith, Chelsey

From: bill terrell [REDACTED]
Sent: Tuesday, April 9, 2019 9:55 PM
To: Stephen Endres
Subject: Fw: TxDOT Letter - MAPO Red B and Red E - NOTE: Sorry, resending with MAP attached
Attachments: CC Comm Precinct MAP 2.jpg

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

April 9, 2019

Comments Regarding US 380 Bypass Options MAPO Red B and Red E

Dear Stephen Endres, P.E. - TxDOT,

My name is Bill Terrell.

I live in WALNUT GROVE ESTATES at [REDACTED].

I strongly SUPPORT WIDENING 380 in its existing alignment.

I am strongly AGAINST ANY bypass options.

Bypass option Red B passes through Prosper's sovereign territory against the **STRONG** objections of the City of Prosper and the citizens of Prosper and it obliterates ManeGait Therapeutic Horsemanship charity center for children and adults with disabilities. Enough said!

Bypass option Red E also passes through Prosper's territory, again against Prosper's strong objections. It destroys several small new businesses and obliterates the giant new Lowe's store that was built to serve the neighborhood. Red E Option crosses Custer Rd to enter Walnut Grove and eliminates several families' long-time homes in its path, then continues on through several lots that families have bought to build homes on in the future. Red E's path will then continue right by ManeGait, touching the ManeGait's riding field, and subjecting the at-risk children and adults in therapy to significant truck and high-speed highway traffic noise and exhaust pollution. The Red E Option would then run directly over two more Walnut Grove family homes and continue to take a portion of the back yard of another home. And, the entire remaining population of West and North-West Walnut Grove would be subjected to all of the highway noise and exhaust fume pollutions from the Red E bypass.

You may not consider us a tightly-knit neighborhood because we are separated from each other by woods, creeks, beautiful rolling hills, and mature trees. But I assure you, we truly are a closely knit community. We all know each other and watch out for and take care of each other. Early on in the 380 planning stages, the Walnut Grove community was lead to believe by TxDOT personnel that TxDOT would not violate and obliterate existing neighborhoods, except as an absolute last resort - and a bypass is hardly a last, or even a reasonable, resort. Yet, here we are, trying to preserve our neighborhood from incursion and destruction

by a major US Highway and literally having to fight to save our homes and our highly prized, long-time quality of life.

All bypasses, Red A, Red B, and Red E ultimately disrupt families and follow Bloomdale Road where there are many subdivisions that would likewise be negatively affected. Many homes and properties would be directly impacted and even more would suffer quality of life issues, decline in property values, noise and fume pollution, etc. To force a new, unwelcome major highway through Walnut Grove, a long-established neighborhood of over 50 years, existent long before Stonebridge, Eldorado, Tucker Hill, etc, seems unconscionable. My family and I have lived here since we built our house here in the woods in 1978. The Red E option goes within feet of my property line, the smell and sound of which, if I were sitting on my deck drinking my morning coffee, would daily evoke very unpleasant thoughts about politicians and state public servants.

Highway 380 already has an existing, large footprint with most of the needed right-of-way for future expansion already in place. Why not utilize it and just expand existing 380 instead of re-inventing the wheel, thus saving the tax-payers from spending a gazillion dollars for a bypass to nowhere.

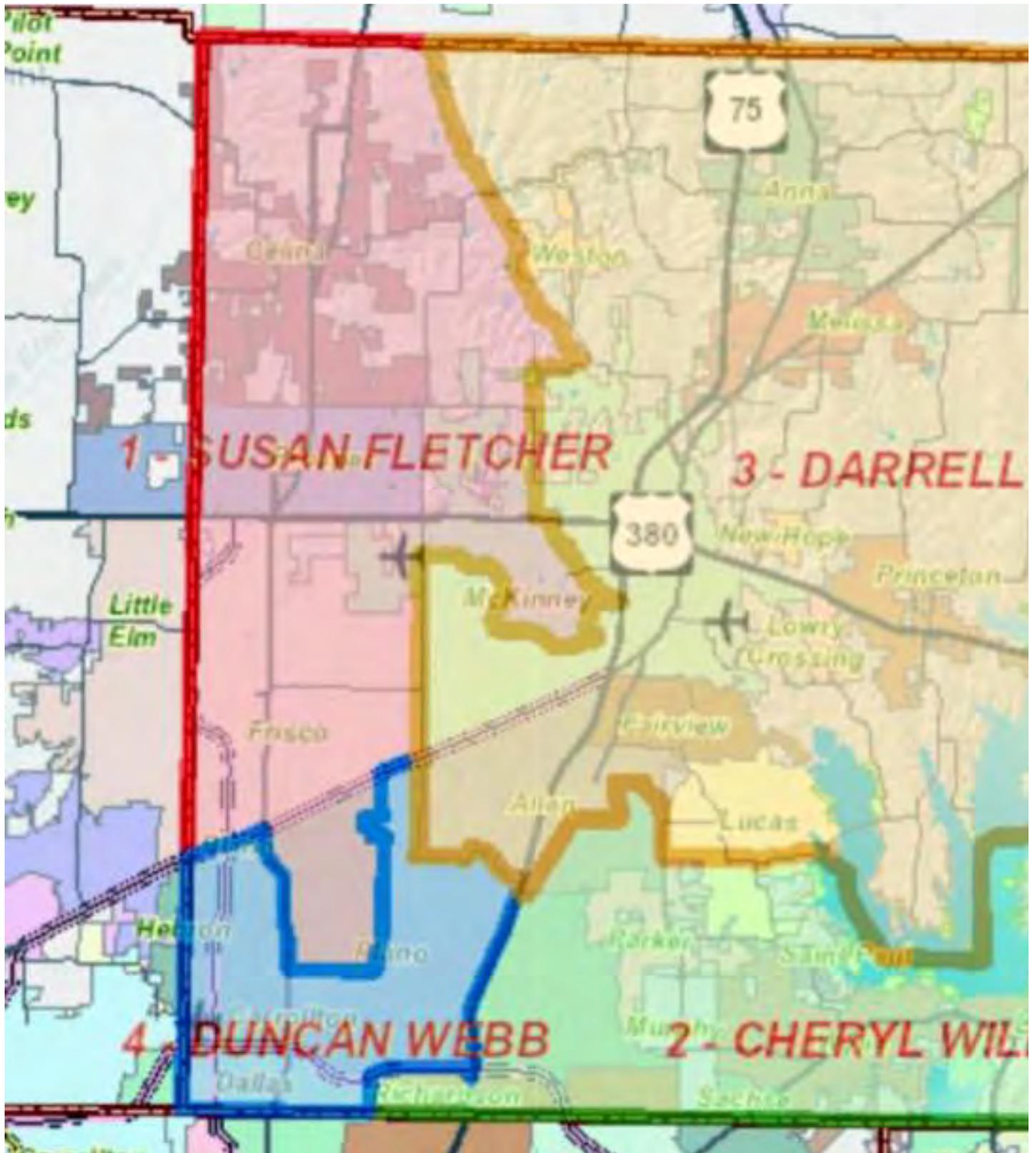
We, as a group, consisting of Walnut Grove and the other affected Northwest McKinney sector subdivisions, have been supporting expansion and enhancement of Highway 380 and have been actively opposing ANY bypass for over 2 years. Two of our Collin County Commissioners (the ONLY commissioners who represent constituents directly affected by 380 options) have come out very publicly and have been very outspoken FOR WIDENING 380 and keeping it in its existing alignment. It's also interesting to note that these two commissioners, Susan Fletcher (District 1) and Darrell Hale (District 3) represent the ONLY two districts which totally engulf and surround the Entire 380 corridor. (Please see the attached District Map of Collin County Commissioners.) Since they both live in those districts, and represent both of those districts and the residents and the highways within those districts, they are very familiar with the critical situation and the dire impacts to and direct negative effects on their constituents of an unwarranted bypass.

Our two involved County Commissioners have expressed, as do we and all of our Walnut Grove and Bloomdale Road and Prosper neighbors, and even several of the McKinney City Council members, that the best choice for all of the people of Collin County, both 380 users and tax payers, and Prosper city is to WIDEN EXISTING 380. Surely this all must carry at least SOME weight with TXDOT.

I know that this has been somewhat wordy, but I appreciate you struggling through to the bitter end.

Thank you,

Bill Terrell





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

GREEN ROUTE IS THE ONLY FINANCIALLY VIABLE
OPTION.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

BE HARMED

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 16, 2014, and executed by FHWA and TxDOT.

NAME: Bill Walker ^{SVP} (Billingsley Co.)

ADDRESS: [Redacted]

CITY: [Redacted]

Delgado, Natali

From: Billie Cooper <[REDACTED]>
Sent: Thursday, April 4, 2019 12:22 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Billie Cooper
[REDACTED]

COMMENT:

I support the green alignment on Hwy 380 expansion. My grandson with cerebral palsy rode there from 6 to 18 years of age. This has been the highlight of his, and many other kids with special needs lives. Please don't take this wonderful place from present and future riders. There is very few places that they can go that improves there emotional as well as physical lives.

Thank you

Billie Cooper

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Blake Goodwin [REDACTED]
Sent: Monday, April 8, 2019 11:14 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

This is Blake Goodwin at [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship which I volunteer at. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services, not to mention the issues which arise from putting a major road next to a horse facility. Not to mention, the noise and distraction to the riders.

Thanks,
Blake Goodwin



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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UNBELIEABLE! I HAVE BEEN A LOYAL
REPUBLICAN FOR 51 YRS. OF VOTING, DONATING,
VOLUNTEERING ETC., THE ONLY HOUSE IN
WHITLEY PLACE, PROSPER THAT HAD A "TED
CRUZ" SIGN IN OUR YARD. WHEN HE RAN
AGAINST THE IRISHMAN "ROBERT FRANCIS
O'ROURKE".

WITH THIS BEHAVIOR I AM GOING TO
VOTE STRAIGHT ~~REPUBLICA~~ DEMOCRATIC !!
IN THE NEXT STATE ELECTIONS. I
WILL THEN VOTE REPUBLICAN TILL I DIE.

SHAMEFUL + DISSAPPOINTING
KEEP 380 ON 380!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

BOB See

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Brad Darte [REDACTED]
Sent: Wednesday, April 10, 2019 11:32 AM
To: Stephen Endres
Subject: US 380 Public Meeting

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I received in the mail the notice of the upcoming public meeting in Princeton regarding the proposed improvements to US 380 however, the date on the letter states Tuesday, May 7, 2019 while the website lists the meeting as Tuesday, May 1, 2019.

Which is correct?

Regards,

Bradford Darte



Received SRCA

APR 10 2019

**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

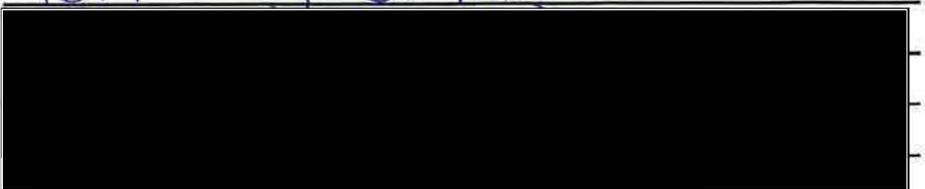
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NAME: BRADLEY J. PARKS

ADDRESS:

CITY:



Delgado, Natali

From: Brandee Platke [REDACTED]
Sent: Monday, April 8, 2019 4:24 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Brandee Platke
[REDACTED]

Delgado, Natali

From: Brandi Perry [REDACTED]
Sent: Thursday, April 4, 2019 11:22 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mr. Endres,

My name is Brandi Perry and I live at [REDACTED] I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper.

A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.

Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
Brandi



MEETING WITH AFFECTED PROPERTY OWNERS
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Brandon Bowman

ADDRESS:

CITY:

Smith, Chelsey

From: Dawnda Daniel [REDACTED]
Sent: Wednesday, April 3, 2019 1:25 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Brandon Daniel
[REDACTED]
[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses---

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not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Breanna Harkins

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

380 should be fixed "on 380". No bypass options should be approved. A 380 bypass would negatively affect McKinney and Prosper and ruin ~~the~~ what makes it "unique by nature". Additionally a bypass would impact Mountain Therapeutic Horseback riding where my son and hundreds of others receive/have received services. In addition, everyone has a choice in where they live - as a former McKinney resident who lived ~1 block from 380 I know that I moved there knowing about the traffic & potential for future building, I also chose to move away from 380 for a more peaceful rural life as my children grew older. A 380 bypass should NOT be approved and NOT be an option.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Bree S. Kihn

ADDRESS: [Redacted]
CITY: [Redacted]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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I feel it should stay on 380. The majority of traffic on 380 now will continue to use 380 due to the growth of businesses along 380.

It is still too close to Mame East when you consider you are working with disadvantaged adults & children that may be upset by the noise.

If someone is still pushing this bypass then let it be through McKinney only and use Opt. A. Stay out of other people's towns & tax bases that have been following their growth plan.

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NAME:

Brenda Istre

ADDRESS:

CITY:

Smith, Chelsey

From: Brett Butler [REDACTED]
Sent: Sunday, April 7, 2019 12:28 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Brett & Karley Butler

[REDACTED]

[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Brett and Lindsay Ballinger

ADDRESS:

CITY:

Smith, Chelsey

From: bri westbury [REDACTED]
Sent: Thursday, April 11, 2019 4:25 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Bri Westbury

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper and fits with the 2040 comprehensive plan voted and approved by McKinney.

A bypass is unnecessary and would scar the beauty of our community and cause my property value to plummet as the bypass is set to go mere feet from my home and where my children play.

GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Brian D. Audia [REDACTED]
Sent: Thursday, April 4, 2019 11:31 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr Endres,

I would like to comment regarding my support for the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.

In my opinion it is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. As a resident that owns a home in this area, does business in this area and recreates as well, the other options are far more intrusive in this great community of communities.

Please support the GREEN alignment.

Thank you,

Brian D. Audia
[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

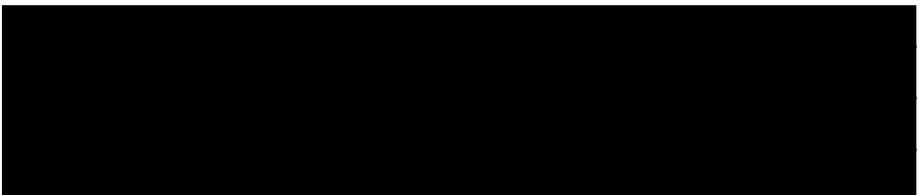
- I am employed by TxDOT
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NAME: _____

ADDRESS: _____

CITY: _____





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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

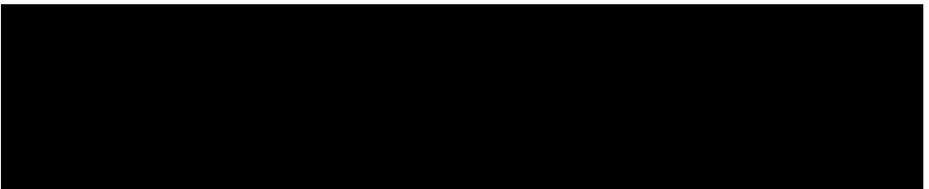
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



Delgado, Natali

From: Brian Palmer [REDACTED]
Sent: Thursday, April 4, 2019 11:43 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Brian Palmer, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
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ADDRESS: _____

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**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 1:26 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Brian Woodward, I am a McKinney business owner operating out of [REDACTED] and would like to voice my support for the GREEN alignment between Coit Rd and FM 1827 for the expansion of US HWY 380 as it appears the most optimal and efficient path for all traffic. Any bypass would be a nightmare and lead to more traffic, congestion, and confusion through our city.

I very much oppose all other alignments, but vehemently oppose Red Alignment E and B due to the direct impact it would have on ManeGait Therapeutic Horsemanship.

Best Regards,

Brian Woodward

Delgado, Natali

From: BRITTANY LEGGETT [REDACTED]
Sent: Thursday, April 4, 2019 11:26 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Brittany Leggett
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

I fear that the output of the TADOT process for determining the final solution will NOT be consistent with the goals. The key to getting a consistent, reliable output for any process is process discipline and the required time to evaluate any process changes that occur along the way. TADOT, in my opinion, has allowed too much variation in their process (new alternatives, options) without allowing sufficient input and evaluation of these "mid-process" changes. As a "customer" of the output, I have lost faith in the process to give the best output for all customers; rather it has been compromised by "squeaky wheels" and "unvetted" changes.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Bruce Blackman

ADDRESS:

CITY:



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

WIDEN 380 INTO A 6 LANE CONTROLLED ACCESS
HIGHWAY.
NO BYPASS

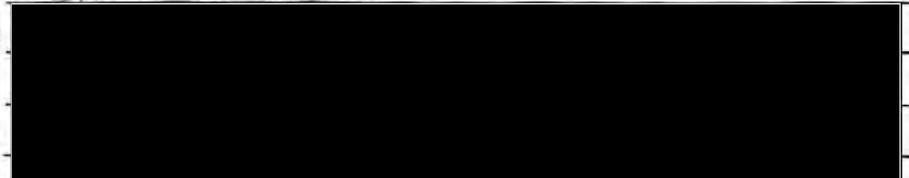
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NAME: BRUCE CARLIN

ADDRESS:



CITY:

M

Delgado, Natali

From: Red River Mail [REDACTED]
Sent: Monday, April 1, 2019 7:01 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Enders,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your consideration,

J Bruce Duty
[REDACTED]

Delgado, Natali

From: bruce morel [REDACTED]
Sent: Thursday, April 4, 2019 5:48 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Bruce Morel
[REDACTED]

1. *"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

NAME/ADDRESS:

COMMENT:

Bruce Morel
[REDACTED]



Received SRCA
APR 10 2019

**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: BRUCE PARKS

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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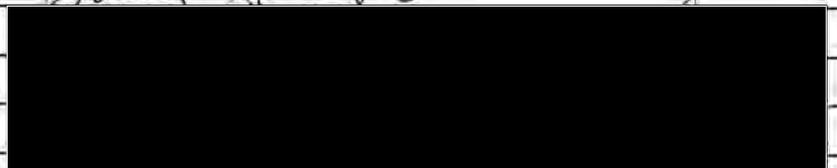
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NAME:

Bruce Sinner

ADDRESS:

CITY:



Delgado, Natali

From: Brunie Carley [REDACTED]
Sent: Thursday, April 4, 2019 2:07 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brunilda T. Carley
[REDACTED]
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

P.S. My son has cerebral palsy and has been riding at ManeGait for most of his adult life.

 **Brunie**

Smith, Chelsey

From: Bryan Cole [REDACTED]
Sent: Thursday, April 11, 2019 12:30 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,

I hope you are having a great day. I wanted to submit my voice on the comment card related to the 380 MAP options.

Please see my attached request on which option is selected for development.

Thank you,

Bryan Cole
[REDACTED]
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School

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Please Print

Bryan Smith

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Bryan Smith

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School

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Please Print

My name is Karen Wilson and I live at 333 Rhea Mills Circle in Prosper, TX. I am strongly opposed to all bypass options to 380. All the bypass options will negatively impact the neighborhoods and "coventry" living in Prosper. I have lived in Prosper for 19 years, moving from Dallas (one block off of LBJ Hwy). I took in consideration the growth of the area when choosing my home. Living close to a bypass was not even a consideration. I realize that US Hwy 380 needs improvement and believe that will best serve the communities of Frisco, McKinney, and Prosper by making those improvements ON US Hwy 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Karen Wilson

ADDRESS: [Redacted]

CITY: [Redacted]

Delgado, Natali

From: Carleen Patterson [REDACTED]
Sent: Thursday, April 4, 2019 9:21 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Carleen Patterson
[REDACTED]

Delgado, Natali

From: Carol Little [REDACTED]
Sent: Thursday, April 4, 2019 12:30 PM
To: Stephen Endres
Subject: US 380 MAPO

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Mr. Endres,

I would like to express my personal opinion on the US 380 by-pass, which has cause quite a stir in Prosper & McKinney. I will only support the **GREEN** alignment or **Option A By-Pass**. Both of these options will have very little impact on existing business, home owners and Town of Prosper. Why should Prosper give up over 80+ acres for a City of McKinney problem?

I am also a volunteer at Mane Gait and previously I volunteer for over 10 years at Equest, another Therapeutic Horseback riding center. I personally seen the impact that Horses have on Veterans, Veterans family suffering from PTSD and individuals with disabilities. As one rider stated "no one knows that I have a disability when I am riding a horse"

It appears that TXDOT is siding Jack Harvard, McKinney and playing politics vs what is morally, ethically and cost efficient, by picking the **Green Alignment or Option A...** Secondly I don't appreciate one of Jack Harvard's employees calling me a "flat earthers"

Sincerely,

Carol Bloxsom



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

we live along Bloomdale Road & the Bypass would go behind our property & disrupt the (our) neighborhood. there is talk of an outer loop so why is this ~~never~~ ever necessary?

75 in Dallas was improved with existing business why can't the same be done to 380?

Also when it cuts back into McKinney/Pronger makes no sense when the traffic increases between Custer & the Toll Road. If anything it should be ~~connected~~ connected to Preston 289 on the Toll Road! Keep 380 on 380!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

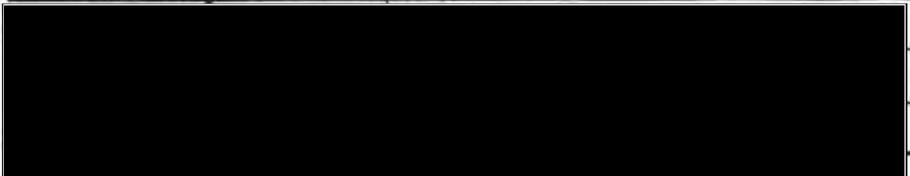
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NAME:

Carol Clowes

ADDRESS:



CITY:



MEETING COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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As a Prosper Resident who Retired here to enjoy the peaceful, slow pace of the town, we are disgusted that TxDOT is considering ~~plan~~ town to alleviate the ~~problem~~ problem. We oppose Del B+E plans! If Custer / 380 intersection is impacted, Prosper will lose a major TAX provider in Lowes and surrounding businesses. We pay exhorbitant taxes now and cannot afford to increase the amount.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Carol Danielson

ADDRESS:

CITY:

Delgado, Natali

From: Carol Gillis [REDACTED]
Sent: Tuesday, April 9, 2019 9:54 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1. *"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

*Thank You,
Carol Gillis*

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Carol Harned [REDACTED]
Sent: Thursday, April 4, 2019 4:13 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: [REDACTED]

COMMENT:I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Please do not ruin the this great asset to our community, my family, and my child with disabilities.

Thank You
Carol Harned

Delgado, Natali

From: [REDACTED]
Sent: Monday, April 1, 2019 7:33 PM
To: Stephen Endres
Subject: 380 by pass

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

I appreciate all the "studies" but I am very disappointed that TX Dot has once again decided to affect Prosper and Non Profits by running a by-pass on Custer. TX Dot has decided to play the political game and as a resident of Prosper and a volunteer at Mane Gait, I am deeply disappointed in your feasibility studies and continuing pushing the by pass onto Custer vs Stonebridge or Ridge Rd.

It is not the Town of Prosper nor Prosper residents fault, that the City of McKinney planners didn't not plan for their growth. Yet TX DOT is putting the majority of the 380 By-Pass headaches and congestion on the Town of Prosper. The only people that are going to get rich off this feud will be attorneys.

Sincerely,

Carol Little



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Collin County, Texas**
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All written comments must be postmarked by April 12, 2019.

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Carolyn Bentley
ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Denise McMillan [REDACTED]
Sent: Wednesday, April 3, 2019 8:55 PM
To: Stephen Endres
Subject: U S 380 MAPO Comment Form

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are homeowners and citizens of McKinney, TX., We **strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options**. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. We **also strongly oppose Red Option-A**. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

An additional reason is why destroy a good road (380) to replace it with a bigger one. 380 is so slow now, a major improvement as suggested will affect traffic even more dramatically traveling between Custer and 75.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,

Carolyn Denise McMillan & William McMillan



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Tim Archer [REDACTED]
Sent: Thursday, April 4, 2019 7:06 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I don't understand why it is even being considered. The cost would be a lot more to clear the areas for the red alignments instead of just expanding where 380 already is! Use the money saved for other road repairs that are needed!!

Carrie Archer
[REDACTED]

Sent from my iPhone

Delgado, Natali

From: Carrie Botts [REDACTED]
Sent: Thursday, April 4, 2019 2:54 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Carrie Botts [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,

Carrie L. Botts

Resident

Delgado, Natali

From: Carrie Long [REDACTED]
Sent: Thursday, April 4, 2019 12:06 PM
To: Stephen Endres
Subject: US 380 MAP 3/28/19 Comment Card

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Mr Endres,

I am writing to share that I am in support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper and is the original plan that should not be deviated from. A bypass is unnecessary and would scar the beauty of our community and impact many families, properties and the property values negatively. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services to many children and families in North Texas.

Thank you,
Carrie Long

[REDACTED]

Smith, Chelsey

From: Cassandra Gersh [REDACTED]
Sent: Sunday, April 7, 2019 6:08 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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NAME/ADDRESS: cassandra seitz
[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Smith, Chelsey

From: Catherine Reidy [REDACTED]
Sent: Monday, April 8, 2019 3:52 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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Catherine Reidy
[REDACTED]
[REDACTED]

COMMENT:

I support the green alignment for route 380. The work that Mane Gait Therapeutic Riding center provides impacts the whole community in ways that are not measurable to tx.dot. Please do not put the highway through or next to this sacred space.

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Cathy Cheatham [REDACTED]
Sent: Monday, April 8, 2019 8:36 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

COMMENT:

Dear Stephen,

Please accept my support of the Green Alignment of 380 so that we don't impact the magic of ManeGait. I have been a special educator since 1981 and currently work as an educational diagnostician. Through my career, I've been involved with providing the most effective services for our special education population academically, socially, behaviorally, and motorically. I've worked with numerous Occupational and Physical Therapists and have seen trendy therapies come and go. The equestrian therapy provided at ManeGait is the real deal. I have worked as a volunteer at ManeGait since 2012 and feel that the time I spend there is 100% my happy place because I have seen this positively effect the development of all kids involved. For all of the Aylas, Graces, Hannahs, Ethans, Traces, Hazmas, Cammy's, Logans, and Michaelas, of the world, please support the Green Alignment to enhance the development of these our most needy and deserving citizens.

Cathy Cheatham
Horse Leader at ManeGait
Educational Diagnostician for Frisco ISD
[REDACTED]

Delgado, Natali

From: Cathy Bebee [REDACTED]
Sent: Saturday, April 6, 2019 12:47 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Homeowner Name: Cathy L. Bebee

Address: [REDACTED]

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your time,
Cathy L. Bebee



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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I do business with TxDOT

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NAME: Cathy Tomcala

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B ^{is} ~~is~~ the best

option^g to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Cedric Cascio

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Collin County, Texas**
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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: chad reynolds [REDACTED]
Sent: Monday, April 1, 2019 4:28 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX. at 7413 Braemar Terrace McKinney TX **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM
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380 on 380

NO to Option B

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NAME: Charles Cotton

ADDRESS:

CITY:





MEETING COMMENT FORM

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Red - Bypass option B

A line in Walnut Grove and will be in the area taken for the green route. Where will the traffic be while building this road. ON 380!

A Bypass is so much smarter. Option B is the best Route

I'm Affected By This Project.

Please check the comments for the people who are sending more than one vote!

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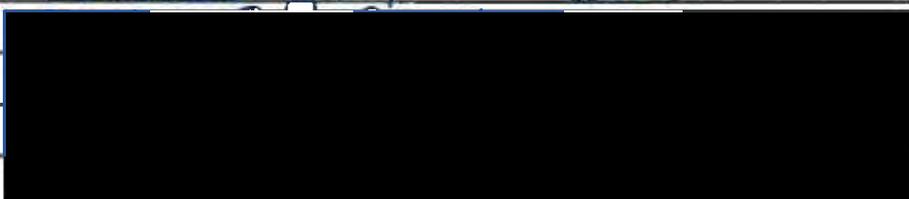
There is a push to stuff the box 1 House hole 1 vote Not 200

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NAME:

Charles M. Pritchard

ADDRESS:



CITY:

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

Fold Here



Charles Pritchard



NORTH TEXAS TX P&DC
DALLAS TX 750
29 MAR 2019 PM 4 L



TxDOT DALLAS DISTRICT OFFICE

ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380

4777 E. U.S. HIGHWAY 80

MESQUITE, TEXAS 75150-6643



75150-664399





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Chuck Patmore [REDACTED]
Sent: Sunday, April 7, 2019 4:59 PM
To: Stephen Endres; Chuck Patmore
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Charles Patmore
[REDACTED]
[REDACTED]

COMMENT:

Dear Mr. Endres,

My 6.5 acre horse property is right in the cross-hairs of the red alignment of the proposed US 380 bypass. This unnecessary loop will destroy wetlands, wild animal habitat and horse sanctuary property like mine. It will cause major disruption, financial hardship and mental anguish in my life.

All of the surveys that have been completed heavily favor fixing US 380 on US 380. The people have spoken and a solution like widening and/or creating a double deck like 635/LBJ in Dallas or US 183 in Austin, just makes more sense for the property owners and business owners on US 380.

At this point, the only explanation for ignoring your own surveys and defying the will of the property owners, business owners and residents of McKinney can only be explained by corruption in the heavily conflicted McKinney City Council. I believe there should be an investigation into real estate interests both directly and indirectly held by the members of the council.

For the sake of the wetlands, natural habitat, private property, Erwin Park, MainGait and other unique parts of this wonderful part of Collin County Texas..... I ask you to save our strong horse culture and do the right thing. Abandon your plans for a US 380 bypass. Thank you for your time.

Best,

Charles Patmore



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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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Charles Thlen

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

Charles Thlen

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
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If even conservative population estimates of Collin County come true, the highway infrastructure will fall far short of what's necessary. Dallas County has five East/West highways (including PGBT) all with 4+ lanes in each direction. Even if the current 380 and a bypass are built, along with the future outer Loop, Collin will still be behind. I believe that not only should a bypass be built, but that ROW along the current 380 should be reserved so that in the not so distant future it can be converted to a limited access freeway. I realize that both plans have critics on both sides but that an honest discussion needs to happen about future gridlock. That way at least ten years down the road people who move in will know what's planned.

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NAME:

Charles Trimble

ADDRESS:

CITY:

Delgado, Natali

From: Cheri Stanwix [REDACTED]
Sent: Thursday, April 4, 2019 2:58 PM
To: Stephen Endres
Subject: S 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper.

A bypass is unnecessary and would scar the beauty of our community.

The **GREEN** alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

I look forward to having 380 continue on 380 and see no reason for any other route.

Thank you,
Cheri

Cheri C. Stanwix

[REDACTED]

[REDACTED]

[REDACTED]

Delgado, Natali

From: Realtor Cheryl GRI,SRS,ABR,SRES [REDACTED]
Sent: Thursday, April 4, 2019 1:51 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

--

All my best,

Cheryl Brewster
[REDACTED]
[REDACTED]



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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME: Cheryl Hararove

ADDRESS:

CITY:



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NAME: Cheryl Perez

ADDRESS: _____

CITY: _____



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Cheryl Scheuren

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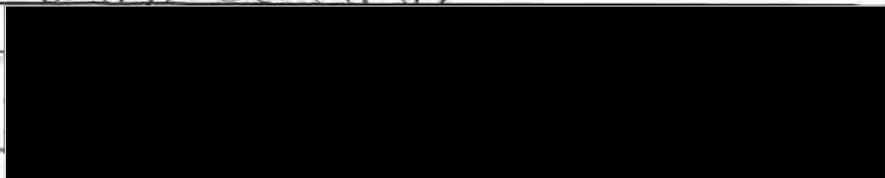
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NAME: *Cheryl Scheuren*

ADDRESS:

CITY:





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KEEP 380 ON 380

1. NEW ALIGNMENT TAXES OUT LOWES - A HUGE TAX BASE FOR US
2. THE OUTER LOOP IS TOO CLOSE FOR THE BYPASS OPTIONS.
3. THE OUTER LOOP MAY HELP NEGATE THE NEED FOR ANY BYPASS
4. ENVIRONMENTAL IMPACT OF BYPASSES ARE ~~BY~~ HUGE WHEN COMPARED TO KEEPING 380 ON 380.

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- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: CHERYL ULLOM

ADDRESS: [REDACTED]

CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Chris Branch [REDACTED]
Sent: Wednesday, April 3, 2019 1:17 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,

Chris Branch

Delgado, Natali

From: Chris Clark [REDACTED]
Sent: Monday, April 8, 2019 5:37 PM
To: Stephen Endres
Subject: US 380 MAPO

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,
Chris Clark



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

We purchased our home in Whitley Place due to its distance AWAY from Highways, Tollways and Interstates. It does not make sense for A major highway bypass to now be moved much closer to our home. There was A major highway (380) as close as we ever thought it could be, and this bypass will hurt my property value when I purchased away from the highway on Purpose.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
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NAME:

Chris Dugas

ADDRESS:

CITY:

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 9:40 AM
To: Smith, Chelsey
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

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From: Chris Keating [REDACTED]
Sent: Thursday, April 11, 2019 8:18:59 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: John Keating/ [REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

John Keating





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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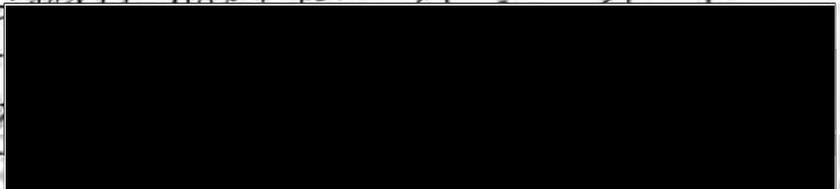
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NAME:

Chris Mergen

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Chris Self [REDACTED]
Sent: Wednesday, April 3, 2019 1:35 PM
To: Stephen Endres
Subject: Hwy 380/TX Dot Revised Proposal
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see attached. I'm still opposed to making 380 an LAR and am most interested in either Red Option B or Red Option E.

Thanks,
Chris

[Chris L. Self, General Agent/Broker](#)

[Pathway Health Insurance Experts, Inc. &
Pathway Financial Group](#)

www.pathwaymarketplace.com



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: CHRIS SPEAR

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: *Christina Pauland*
ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Christine Churchill [REDACTED]
Sent: Thursday, April 4, 2019 2:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Christine Churchill, [REDACTED]

COMMENT: *I understand the need to expand HWY 380 due to the increased traffic. **After reviewing the options I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.** It would address much of the current traffic problems and looks to be an efficient path for east-west traffic through the cities of McKinney and Prosper. I think a bypass is unnecessary and would adversely affect many established facilities. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. I feel this nonprofit provides a much needed service to the community and it would be destroyed with a bypass. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

I hope you will go with the GREEN alignment.

Sincerely,

Christine Churchill

[REDACTED]

Delgado, Natali

From: Christine Hill [REDACTED]
Sent: Thursday, April 4, 2019 2:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.

It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Best regards,
Christine Hill

[REDACTED]



Christine Hill
Executive Assistant
[REDACTED]
M: [REDACTED]
F: [REDACTED]

LifeCare Health Partners
5340 Legacy Dr. Ste. 150
Plano, TX 75024
www.lifecarehealthpartners.com

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Delgado, Natali

From: Christine Kless [REDACTED]
Sent: Thursday, April 4, 2019 12:55 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
Thank you for the opportunity to provide input on the 380 expansion.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Christine Kless
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Christofer Alexander [REDACTED]
Sent: Thursday, April 4, 2019 11:48 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

My name is CJ Alexander and I wanted to express my option on the US 380 alignment.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community (WP). GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Christopher Carr [REDACTED]
Sent: Thursday, April 4, 2019 1:30 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Chris Carr, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Christopher Freni [REDACTED]
Sent: Thursday, April 4, 2019 1:41 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Chris Freni [REDACTED]

COMMENT I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Chris Freni
Sent from my iPhone

Delgado, Natali

From: Christopher Gersitz <[REDACTED]>
Sent: Thursday, April 4, 2019 5:36 PM
To: Stephen Endres
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see below message.

Christopher Gersitz

Sent from my iPhone

Begin forwarded message:

From: Christopher Gersitz [REDACTED]
Date: April 4, 2019 at 4:40:54 PM CDT
To: srephen.endres@txdot.gov
Subject: US 380 MAPO 3/28/19 Comment Card

Stephen,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Christopher Gersitz
[REDACTED]

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

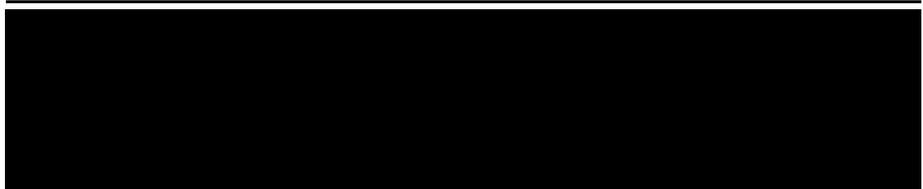
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ADDRESS:

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**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: None [REDACTED]
Sent: Thursday, April 4, 2019 12:50 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Christy Vawerchak
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you

Delgado, Natali

From: Christy Whitfill [REDACTED]
Sent: Thursday, April 4, 2019 2:13 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Christine Whitfill, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. ManeGait provides exceptional services for those affected by disability in our community, and also for our wounded veterans who have given their lives to serve our country. Thank you for voting to keep the GREEN alignment.



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School

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Please Print

Why dont they just fix 380 and go up with the 380 Hwy.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

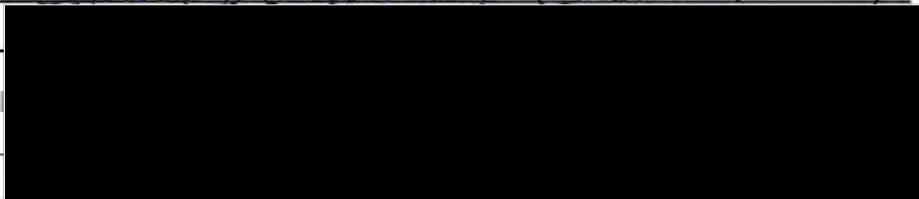
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NAME:

Christy Williams (Wheeler)

ADDRESS:



CITY:

Delgado, Natali

From: Cindy Evans [REDACTED]
Sent: Thursday, April 4, 2019 11:58 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen, my husband and I have lived at [REDACTED] for the past 35 years. We have enjoyed the peace and tranquility living in the country until **NOW**. With the widening of Custer Road, eminent domain; Atmos gas lines running and survey stakes throughout our property, proposed water line and now the 380 Bypass – our life has been turned upside down. We understand growth but believe that the City fathers lacked foresight in the future growth of the City at our expense. The Red Alignment E and B will be a major blow to us and have us “living under bridge”.

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Thanks so much for your consideration.

Cindy Evans *Director of Publicity*

The Center's mission is to provide a public gathering place that strengthens community and fosters creativity through the presentation of performing arts and arts education programs.

Cindy Evans | *Director of Publicity*
700 North Pearl, Suite N1800 | Dallas, TX 75201

|| <http://www.attpac.org/>



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Delgado, Natali

From: Rickerby, Cynthia S (Middle Market + UW Support) [REDACTED]
Sent: Thursday, April 4, 2019 2:28 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card [CONFIDENTIAL]

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Cindy Rickerby, [REDACTED]

COMMENT: *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

CINDY RICKERBY, CPCU
Executive Underwriter
Middle Market

The Hartford Financial Services Group, Inc.
3000 Internet Blvd, Suite 600
Frisco, TX 75034-1991



www.thehartford.com
www.facebook.com/thehartford
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Delgado, Natali

From: Cindy Zebroski [REDACTED]
Sent: Thursday, April 4, 2019 4:56 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Cindy Zebroski and I live at [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

**CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Clay Penland

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Clayton East

ADDRESS:

CITY:

Delgado, Natali

From: Clint Moss [REDACTED]
Sent: Sunday, April 7, 2019 9:39 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Clint Moss
[REDACTED]

COMMENT:

Dear Mr. Endres,

I fully support the GREEN option to 380 expansion as the ONLY option that makes sense on every level.

1. Financially - At the recent TxDot meeting presenting the new bypass option to the community of Prosper, a chart was displayed showing the financial benefit of a bypass and the business/residential impact of each option. Bypasses were presented as having a much lower impact on most levels. I feel that this chart is a misrepresentation of the whole picture.

Assuming a Bypass was chosen and developed, the current 380 is STILL going to need major improvements to help with traffic flow as the communities grow. Why not just develop 380 along its current pathway (the GREEN option) and do it right? Most of our citizens that use 380 at peak traffic hours are commuting to and from southern destinations. These commuters will not be using a northern Bypass to access 75 and will not be using a northern Bypass on their return home. The cost of improving 380 along its current alignment needs to be added into any cost of Bypass to represent the entire picture.

You might argue that as the communities in the North develop they will be using the Bypass. True, but there is also the Collin County Outer Loop that is under current development for this problem.

Again, a Bypass IS NOT cost effective compared to the preferred option of a vast majority of citizens, which is the GREEN Route. Whether intended to or not, please do not misrepresent that a Bypass will alleviate all the congestion problems along 380 and save everyone money. This just is not true.

2. The GREEN option adheres to the MAJORITY opinion by citizens in EVERY city along 380. Why is a Bypass still being pushed upon everyone? It seems TxDot is trying very hard to sell everyone on a Bypass as if a Bypass is the only real option and the decision is already made. How about listening to the surveys TxDot itself requested from the citizens? You already know what we prefer, by a large majority. Stop coming up with alternatives. I have to assume either a decision is already made or there is intense political pressure being utilized to save a minority opinion of citizens and businesses.

3. Environmental - A Bypass will destroy native wetlands and the beautiful landscape we all enjoy. And again, 380 will still have to be improved along its current alignment. Therefore a Bypass will only add to the negative environmental impact.

I STRONGLY URGE you and the other members of TxDot to listen to the citizens of our towns and municipalities along 380. Hear what we, the majority, are saying. DO NOT succumb to the political pressure no doubt being applied. Do what is right for the majority of citizens that are blessed to call this part of the state home. KEEP 380 ON 380 as it was intended. And if this is not a realistic possibility, please quit giving us hope that we have a say in what goes on. I am tired of being asked the same question over and over, only to find out I am in concert with a large majority, and then hearing another Bypass is being looked at.

Please do not push the poor planning of Mckinney and the problems of their community into a Bypass that will negatively effect numerous other communities who have planned correctly and according to the intended future plans of 380. KEEP 380 ON 380. IMPLEMENT THE GREEN OPTION.

I sincerely thank you for your time and consideration.

Warm Regards,

Clint Moss



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS _____

CITY _____

Smith, Chelsey

From: Cody Hill [REDACTED]
Sent: Wednesday, April 10, 2019 3:23 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I **strongly OPPOSE the proposal to widen US 380** (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you.

Cody Hill

Smith, Chelsey

From: Colleen Lynn [REDACTED]
Sent: Saturday, April 6, 2019 11:17 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning;

My name is Colleen Lynn and I live at [REDACTED]

I wanted to write you to let you know that I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your time and consideration.

Regards,
Colleen Lynn



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I am in support of the options with the least impact to the tax payers, environment and property owners. Clearly, that would be option Red B or Red E option

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

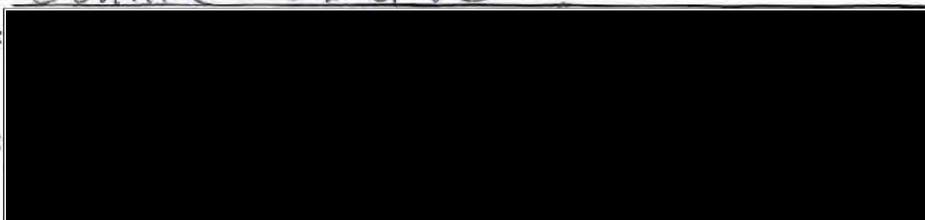
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NAME:

Connie Oberle

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:

[Redacted area containing personal information]

Delgado, Natali

From: urbina rojas [REDACTED]
Sent: Thursday, April 4, 2019 2:50 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr Enders,

I ONLY support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Please keep in mind all the benefits that ManeGait brings to so many kids, Veterans and others.

Thank you

Coral Rojas Acosta

[REDACTED]

Delgado, Natali

From: Corri Ehmer [REDACTED]
Sent: Saturday, April 6, 2019 9:18 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dale Ehmer
[REDACTED]

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the most logical and efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and undesired traffic and noise to our peaceful community effecting several prominent family neighborhoods and schools. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Smith, Chelsey

From: Courtney Condit [REDACTED]
Sent: Monday, April 8, 2019 12:00 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I grew up in Collin County and have been a long-time volunteer of Manegait, so I think it is of utmost importance to preserve their current presence. I plan to soon move back to Collin County and would be hesitant to do so under an alternate alignment.

NAME/ADDRESS:

Courtney Condit
[REDACTED]
[REDACTED]

Thank you for your consideration,
Courtney



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

① MCKINNEY'S APPROVED 2035 PLAN HAD A BYPASS OPTION IN THE APPENDIX THAT DID NOT IMPACT PROSPER - WHAT CHANGED?

② MCKINNEY'S LACK OF FORESIGHT & PLANNING ROW ON 380 SHOULD NOT CREATE A PROBLEM FOR PROSPER

③ OPTION E GOING THROUGH LOWE'S DESTROYS A HUGE TAX BASE FOR THE TOWN OF PROSPER

④ THE STATED PURPOSE OF THE COLLIN COUNTY OUTER LOOP WAS TO RELIEVE TRAFFIC ON 380 & 78. TWIN LOOPS/BYPASS OPTIONS ARE REDUNDANT AND NEITHER ROAD WILL BE OPTIMIZED

⑤ IT APPEARS THAT MCKINNEY UNILATERALLY DECIDED TO RECOMMEND A BYPASS THAT IMPOSES ON PROSPER

⑥ MCKINNEY SHOULD BE REQUIRED TO EXPAND ALL NORTH/SOUTH & EAST/WEST ARTERIALS BEFORE A BYPASS SHOULD BE CONSIDERED - BOTH NORTH & SOUTH OF 380

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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I do business with TxDOT

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NAME: CRAIG HANSEN

ADDRESS:

CITY:

Delgado, Natali

From: Craig Wenning [REDACTED]
Sent: Thursday, April 4, 2019 1:30 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ ADDRESS: Craig Wenning, [REDACTED]

COMMENT: The GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380 makes the most sense. It is the natural path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. The GREEN alignment also preserves one of Collin County's most effective nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this amazing property and displacement of their vital community services. Please make the prudent decision here and choose the GREEN alignment. Thanks!

Delgado, Natali

From: Cynthia Goodwin [REDACTED]
Sent: Tuesday, April 9, 2019 7:49 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Cynthia and Glenn Goodwin
[REDACTED]

Sent from my iPhone

Delgado, Natali

From: Cynthia Caldwell [REDACTED]
Sent: Monday, April 1, 2019 5:49 PM
To: Stephen Endres
Subject: US380 Options

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Cynthia Caldwell
[REDACTED]

Sent from my iPhone



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

Cynthia

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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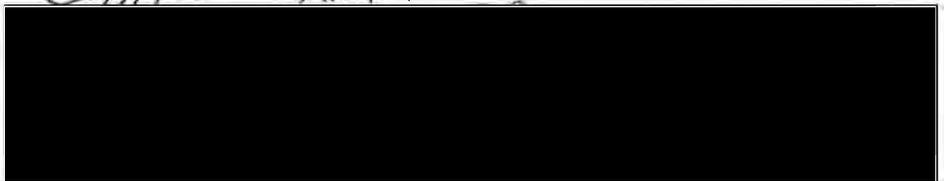
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NAME:

Cynthia Gamble

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

ADDRESS:

CITY:

Anthas Pham
[Redacted Address and City]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Dallas Fears [REDACTED]
Sent: Friday, April 5, 2019 12:13 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Dallas Fears [REDACTED].

COMMENT: I support the GREEN alignment between Coit road and FM 1827 for US HWY 380. Not only do I live in prosper, but I also have a special needs child who rides at ManeGait, it has provided so much confidence for her. Thank you for taking this into consideration.

God bless

Dallas Fears

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

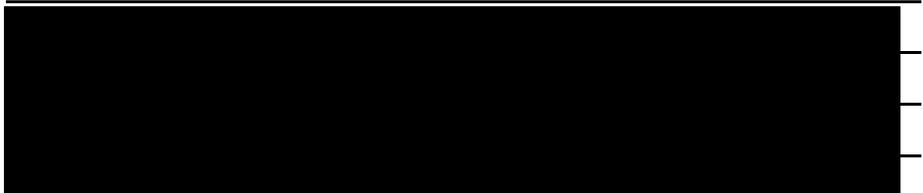
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NAME: _____

ADDRESS: _____

CITY: _____





MEETING COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

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Red option A would seem to be the least impactful as far as residential communities. Red option B+E should NOT be chosen as these would have a greater effect upon the residents of McKinney on the East side of Custer + the noise that it would bring to the residents of Whitley Place.

The best option would be to keep 380 on 380 + expand it. I feel that any of the proposed routes would probably not be used. Few drivers are going to want to go that far North.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Dan Graham

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Dandere Shrode

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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My wife and I bought our house on Grace Cove directly adjacent to Bloomdale 18 months ago with the knowledge that Bloomdale would be a "Custer-Like" thoroughfare and not a 75 mph highway. We put out life's savings into our house as first-time homebuyers and will now lose property value and equity from the sudden change. Please do not affect homeowners to spare businesses and affluent special interests. Stick to the plan to widen 380 on 380 and build out arterial thoroughfares on Bloomdale and other two lane roads. 380 will not be fixed just from a bypass. Too many red lights and too short turn lanes will remain. Only pass through traffic would re-route.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: DANE HARRIS

ADDRESS:

CITY:

Delgado, Natali

From: Daneé Diaz [REDACTED]
Sent: Thursday, April 4, 2019 5:27 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

My name is Daneé Diaz. I live at [REDACTED].

As a Realtor and a citizen of the Town of Prosper, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Oh, by the way™... if you know of someone who is thinking of buying or selling a home, please send us their name and number and we will be happy to follow up and take care of them for you.

[Texas Real Estate Commission Information About Brokerage Services](#)
[Texas Real Estate Commission Consumer Protection Notice](#)

The Slay/Diaz Group

"Do not be anxious about anything, but in every situation, by prayer and petition, with thanksgiving, present your requests to God."

- Philippians 4:6

Daneé Diaz
RE/MAX DFW Associates
8100 N. Dallas Pkwy #200
Plano, TX 75024
[REDACTED]
[REDACTED]
[REDACTED]

Delgado, Natali

From: Danette [REDACTED]
Sent: Thursday, April 4, 2019 1:36 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1. *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

*Sincerely,
Danette Weatherholt*

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: DANIEL & KELLY BRIGGS

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Daniel Drake

ADDRESS:

CITY:

Delgado, Natali

From: Danielle Chen [REDACTED]
Sent: Saturday, April 6, 2019 9:14 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May concern:

As a homeowner at [REDACTED] and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks for your consideration!
Danielle (Dan) Chen



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





MEETING COMMENT FORM

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No Bypass through the Town of Prosper & Denton County West

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NAME:

Dante Atiles

ADDRESS:

CITY:



Smith, Chelsey

From: Danna Hamann [REDACTED]
Sent: Monday, April 8, 2019 9:38 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Danna Hamann [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Danny Southerly [REDACTED]
Sent: Friday, April 5, 2019 6:09 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

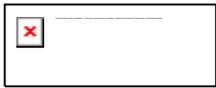
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Daniel Southerly
[REDACTED]

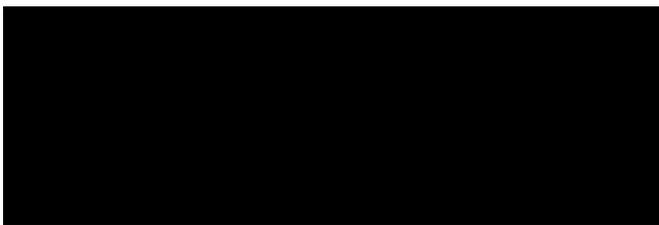
COMMENT:

1. *"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

Best Regards,



DANNY SOUTHERLY
REGIONAL MANAGER - SERVICES



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Delgado, Natali

From: Darin Batchelder [REDACTED]
Sent: Friday, April 5, 2019 11:35 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Darin Batchelder [REDACTED]

COMMENT:

Our family is for the green option. We do not think the highway should come into Prosper.

Smith, Chelsey

From: Kevin Atherton [REDACTED]
Sent: Monday, April 8, 2019 3:24 PM
To: Stephen Endres
Subject: US 380 MAPO%2%03/28/19%2%0Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Darla Atherton
[REDACTED]
[REDACTED]

COMMENT:*I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.* [ent from Yahoo Mail on Android](#)

Smith, Chelsey

From: Darlene Simmons [REDACTED]
Sent: Wednesday, April 10, 2019 7:45 PM
To: Stephen Endres
Cc: Darlene and Steve Simmons
Subject: US 380 MAPO (Prosper) Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it may concern,

As a McKinney citizen/ homeowner, I strongly support either Option B or E bypass. These options are least expensive and least disruptive. They are the BEST options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Thank you for your consideration.

Sincerely,

Darlene and Steve Simmons

[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

David Kinzey

NAME: David Kinzey

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I am "NOT" IN FAVOR OF OPTION B OR E. ESPECIALLY B
MAKES 380 LIKE 75 WITH ACCESS ROADS ON EACH SIDE.
I DO NOT SEE WHY ALL OF A SUDDEN PROSPER
~~IS~~ IS IN THE PROCESS WHEN ORIGINALLY PROSPER
WAS VOTED ~~FOR~~ CENTER ROAD EXPANSION WILL
TAKE PART OF RHEEM'S ESTATES AS OPPOSED TO
PASTURE LAND

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Dave Taylor

ADDRESS:

CITY:

Delgado, Natali

From: [REDACTED]
Sent: Tuesday, April 9, 2019 3:12 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

David Allen
[REDACTED]



MEETING COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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I would say yes to RED B and RED E
and no to RED A and GREEN alignments. These would,
I feel, be too expensive and too destructive.

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NAME: David C. Johnson

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



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Please Print

My name is David Cox, I live with my wife and 2 boys age 6 and 9 at [REDACTED] in Walnut Grove. The bypass options B and E would ruin my neighborhood, and have a very huge negative impact on my family and neighbors. The bypass option A is the most ~~for~~ desirable; less impact to homes, less impact to businesses, and less of ~~the~~ noise & air pollution to neighborhoods. Keep 380 on 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: David Cox

ADDRESS: [REDACTED]

CITY: [REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Please Print

KEEP 380 ON 380! NONE OF THE PRO
OPTIONS ARE ACCEPTABLE. IMPROVEMENTS
TO INTERSECTIONS ON 380 WILL HAVE A MUCH
MORE POSITIVE IMPACT. IMPROVE / RESTRICT
INGRESS + EGRESS ON 380.

ANOTHER "BYPASS" WILL BE AN EXPENSIVE
ROAD TO NOWHERE, SUCH AS THE VIRTUALLY
UNUSED + UNUSABLE COLLIN COUNTY OUTER
LOOP.

KEEP 380 ON 380! NO BYPASS!!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

DAVID CUTHBERTSON

ADDRESS:

CITY:

Delgado, Natali

From: David Hedgpeth [REDACTED]
Sent: Friday, April 5, 2019 9:39 AM
To: Stephen Endres
Subject: US 380 Options

Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

April 5, 2019

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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David Hedgpeth

David Hedgpeth
[REDACTED]

David Hedgpeth CFS/CDS/ASC, Principal
Hill Country Transportation Resources, LLC
2005 Tremont Blvd
McKinney, Texas 75071



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MEETING COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

I appreciate the effort by TxDOT to consider public input in developing a new RED E alignment. Protecting Manegait, reducing future development costs, and lowering environmental impacts are all benefits of this alignment. However, RED B continues to be my first choice in terms of reduced cost to taxpayers and smaller impact to residences and businesses overall. The GREEN alignment and RED A are not acceptable based on cost and impact. On a personal note, these would devalue my house and neighborhood. We bought where we did because we loved the area; also, we ^(my wife and I) were told that future 380 development would head up Custer Road. We support either RED E or RED B.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: David J Johnson

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

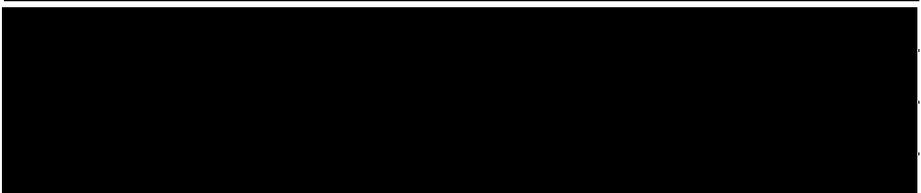
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NAME: _____

ADDRESS: _____

CITY: _____



Smith, Chelsey

From: Montgomery [REDACTED]
Sent: Friday, April 12, 2019 4:04 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. Among the build options, both Red Option B and Red Option E minimize the disruption to existing homes and businesses, and they are the least costly.

I strongly OPPOSE the alternative build options, Red Option-A or widening the existing highway. Both of these options would be very damaging not only to existing homes and businesses in the direct vicinity but also to thousands of homes impacted along highway 380 arterials.

Thank you,

David Montgomery
[REDACTED]
[REDACTED]



MEETING COMMENT FORM
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I support the business that have invested in McKinney along 380 and employ our citizens. Therefore I do not support green route

I do not support Red A because anyone wanting to go south after exiting by pass will have to use Ridge, Stonebridge or Custer

I do favor both Red B & E. Between the two my preference is E because it minimizes impact on Prosper developed and undeveloped land.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

David N Counts

ADDRESS:

CITY:

Delgado, Natali

From: David Paul [REDACTED]
Sent: Thursday, April 4, 2019 12:53 PM
To: Stephen Endres
Subject: US 380 MAPO 3/29/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

My family and I have lived in McKinney for more than 20 years and while we enjoy all of the additions and improvements to our community since we moved here, we want to be certain that future developments don't hinder current operations.

As such, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the best and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would negatively impact the beauty of our community. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.

My daughter is one of the riders at ManeGait and has been greatly impacted by the therapy they have been able to provide to her. We have seen vast improvements in her physical and mental abilities at school and with her peers and can attribute this directly to the services that ManeGait has been able to offer.

Thanks for your consideration,

David Paul
[REDACTED]



MEETING COMMENT FORM

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Please Print

Please keep 380 on 380, at least on the west end. There is not an economic benefit to any of the proposed improvements vs. keeping it on 380. The businesses will adapt to the change.

There is a huge environmental cost to ~~making~~ the improvements vs. keeping the work on 380.

Keeping the green alignment and rejecting the red alignments helps McKinney and prosper economically and environmentally.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

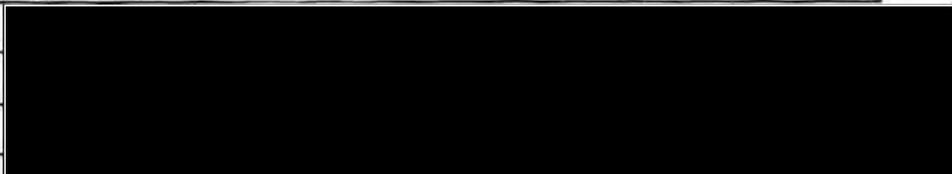
I could benefit monetarily from the project or other item about which I am commenting

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NAME: David R. Oakes

ADDRESS:

CITY:



Delgado, Natali

From: mamadogg [REDACTED]
Sent: Tuesday, April 9, 2019 5:08 PM
To: Stephen Endres
Subject: Against Bypass / For Widening
Attachments: US-380-MAPO-Comment-Form.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached is my comment card response related to the 380 issue.

As a homeowner and citizen of McKinney, TX, I am strongly AGAINST any bypass that impedes upon or is in close proximity to the Walnut Grove neighborhood near 380 / Custer Road. Any bypass is a highly inefficient and inappropriate method for improving traffic flow and capacity, due both to additional distance required to travel across McKinney, the resulting air and noise pollution, adding more unsightly highways to the area, cost of constructing the new road and the horrible disruption to residents and businesses. There is more than adequate room to add a lane to the existing 380 corridor with minimal disruption while maintaining the intended flow of traffic and isolation of noise to the intended area. I am STRONGLY FOR WIDENING 380.

Thank you,
David Soltysik

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: David Soltysik [REDACTED]
Date: 4/9/19 3:52 PM (GMT-06:00)
To: mamadogg [REDACTED]
Subject: 380 form

David Soltysik

Sr. Contract Negotiator

Airborne Multi-Mode Radar



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: DAVID TU
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING COMMENT FORM
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Please Print

What an incredible waste of our taxdollars!
Why can't you just improve 380 as is?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: David Yew

ADDRESS:

CITY:



Delgado, Natali

From: Dawn Campbell [REDACTED]
Sent: Thursday, April 4, 2019 3:22 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1. *Dear Stephen,*

My name is Dawn and I have been a volunteer at Manegait. Please use wisdom and do not displace this therapeutic horse ranch. You do not know the level of stress the parents and these children go through. It is a well orchestrated machine the way it operates now and the beautiful setting it has. You would displace and disrupt the lives of some very fragile people if 380 expansion were to encroach their property.

2. *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

3.

NAME/ADDRESS:

DAWN Campbell
[REDACTED]

COMMENT:

Sent from my iPhone



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Keep 380 on 380! The proposed "red routes" will negatively affect homeowner quality of life, endanger wildlife habitats, increase air, noise and light pollution, and more. Our Childrens quality of life will be adversely affected. Keeping 380 on 380 might impact businesses along there temporarily, but they will re-creep those losses after construction is completed. Homeowners and natural habitats will lose out 100%.

Prosper is being bullied by Judge Self and Mayor Fuller and that TxDOT is allowing that is unacceptable. We already have an Outer loop being built, so the 380 Bypass is a gross mis-use of taxpayer dollars. Collin County EDC's have been planning for growth for decades, and should have planned the infrastructure accordingly. Keep 380 on 380! If you bought or

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

built a house on 380 you knew the risks.

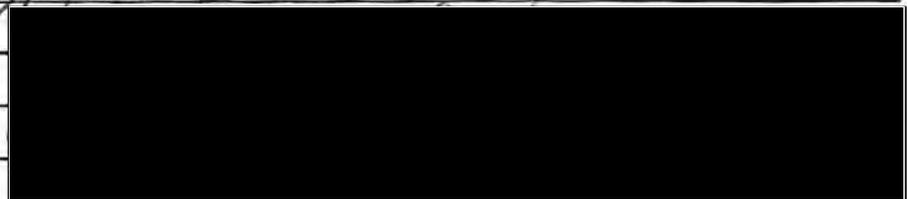
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NAME:

Lawn Oldfield

ADDRESS:

CITY:



Delgado, Natali

From: Dawnda Daniel [REDACTED]
Sent: Wednesday, April 3, 2019 1:50 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Dawnda Daniel
[REDACTED]

COMMENT: I support the **GREEN alignment** between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. **A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.** Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Dawnda Daniel
Vice President
Internal Audit Manager
1600 Redbud Blvd. - Ste. #206
McKinney, TX 75069
[REDACTED]

<https://www.independent-bank.com>



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Delgado, Natali

From: dawndy flores [REDACTED]
Sent: Sunday, April 7, 2019 9:54 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

- 1. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

Dawndy Flores
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

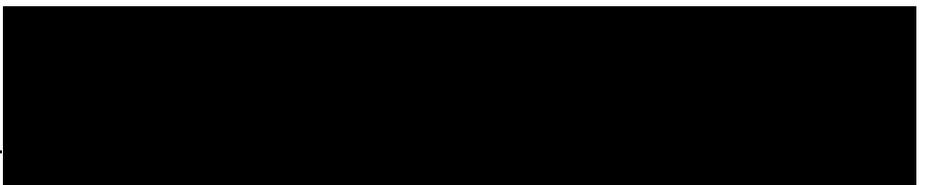
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Debbie Anderson [REDACTED]
Sent: Monday, April 8, 2019 9:04 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, my name is Debbie Anderson and I live at [REDACTED]

*I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*



ANDERSON HANSON BLANTON
ADVERTISING, MARKETING & PUBLIC RELATIONS

Debbie Anderson
[REDACTED]
[REDACTED]

Delgado, Natali

From: DEBBIE DUNN [REDACTED]
Sent: Tuesday, April 9, 2019 4:42 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

I am writing to let you know I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I appreciate you taking the time to read my email and I hope it has an impact on the decision going forward.

Thank you,

Debbie Dunn
[REDACTED]

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 8:48 AM
To: Smith, Chelsey
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

Get [Outlook for iOS](#)

From: Debbie Cahoon [REDACTED]
Sent: Saturday, April 13, 2019 7:40:44 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Deborah Cahoon, [REDACTED]

Dear Mr. Endres,

As a loyal member of the MainGait Therapeutic Riding Center, I am emailing you in regard to the TxDot 380 proposed expansion alternatives.

I respectfully request you fully support the GREEN Alignment and oppose the Red Alignments B & E as these will have a serious impact on a terrific program. Supporting the Red Alignments B & E would affect the many children and adults with disabilities, not to mention the veterans and first responders, that have made serious gains with the programs offered by Mane Gait.

Both Red Alignment B and E would have a direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

I appreciate your time, consideration and hopefully TxDot's support in not destroying a beautiful and important therapy center.

Deborah Cahoon
[REDACTED]





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

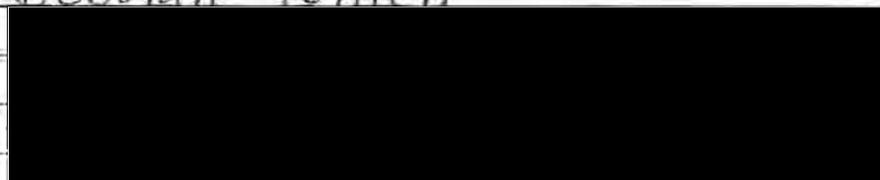
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NAME:

Deborah Tohlen

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Jim Kohl [REDACTED]
Sent: Thursday, April 4, 2019 10:46 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dolores Kohl
[REDACTED]

Please put my vote down for the GREEN option of expanding only 380 and NOT creating any by pass which will take private property or threaten the mission of ManeGate with noise and congestion.

COMMENT:

Dee Kohl
Working at Retired

Delgado, Natali

From: DeLou Douthitt [REDACTED]
Sent: Wednesday, April 3, 2019 1:46 PM
To: Stephen Endres
Subject: US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Dolisa Douthitt
[REDACTED]

Delgado, Natali

From: Dena Hill [REDACTED]
Sent: Thursday, April 4, 2019 1:55 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Dena Hill/ [REDACTED]

COMMENT:although I know that expansion is inevitable. I moved to prosper for the small town charm. I didn't move here for the area to turn into Frisco or PLANO. I do not support any expansion deal that takes away any of the charm that we still have with the the expanse we currently have and the unfortunate infiltration of Walmart and other undesirable businesses like chili's, Olive Garden and Texas road house. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

I vote GREEN and nothing else.

Dena

Sent from my iPhone



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I support 380 on 380 - All real bypass options
have political and environmental faults

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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NAME: Dennis DeMattei

ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Dennis DeMattei [REDACTED]
Sent: Thursday, April 4, 2019 5:33 PM
To: Stephen Endres
Subject: 380 Bypass option E

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

Please be advised that option E as presented at the public hearing will still impact the Manegait Horse facility. I am the son of a veterinarian and spent many years assisting my father at all kinds of horse facilities. Simply moving a freeway to the edge of the property will not mitigate impacts and will cause the facility to cease to exist at this location due to the nature of the operation and equine behavior characteristics. This option would also subject TEXDOT to many unfavorable issues to come. I submit this with many years of experience and expertise. Thank you for your time.

Sincerely,

Dennis J. DeMattei
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 5, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Dennis P. Scott Jr

ADDRESS:

CITY:



Smith, Chelsey

From: Diana D. Le [REDACTED]
Sent: Wednesday, April 10, 2019 11:55 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you.

Sincerely,

Diana D. Le
Stonebridge Ranch Resident

Delgado, Natali

From: Diane Derebery [REDACTED]
Sent: Monday, April 1, 2019 10:01 AM
To: Stephen Endres
Subject: 3Diane Derebery <[REDACTED]> >80 bypass red alignment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

The proposed red alignment B or E will dump a significant amount of traffic onto Prosper trail and First street in Prosper. Anyone wanting to head north and west will exit the bypass and go onto these two streets instead of going all the way back down to 380. Propser's plan does not have either of these streets scheduled to be major arteries. This is not acceptable.

Diane Derebery

[REDACTED]

[REDACTED]

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Biana Cuevas

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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MEETING COMMENT FORM

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Please Print

Keep 380
ON

no Red

380

Green

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NAME:

Diana Senderesser

ADDRESS:

[Redacted address]

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Diane Ferguson [REDACTED]
Sent: Thursday, April 4, 2019 11:22 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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NAME/ADDRESS:Diane Ferguson, [REDACTED]

COMMENT: Please keep 380 on 380! Prosper should not have to pay for McKinney's zoning mistakes. If McKinney wants a bypass, they need to keep it in their city. That said, everyone (including people in McKinney) thought they knew where the highways and major streets would be when they bought their properties—including us. It seems very unfair to mess up everyone's property values because McKinney just now figured out that they let businesses build too close to the highway! No matter what is decided, many people will be hurt financially, but if we keep 380 on 380, at least it was somewhat expected. My next choice would be option A—keep this problem in McKinney where it belongs!

Diane
(Sent from my phone)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

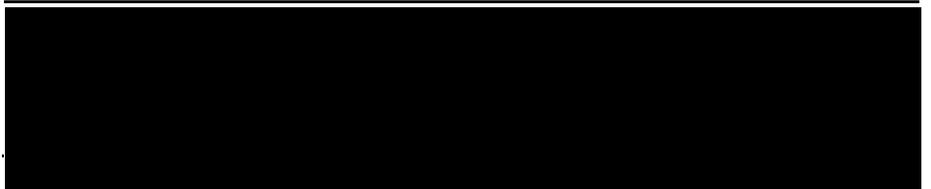
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NAME:

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
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Please Print

As a business owner of the property located at 1815 N. Central Expressway (Valero), I strongly support Red Option B or Red Option E - bypass alignment option. These are the least expensive alternatives + least damaging to businesses affected. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These would destroy 200+ homes and businesses + cost thousands of jobs if those affected did not relocate in McKinney. Adding more lanes to US 380 would not help property taxes, noise, pollution or safety. Red Option B or Red Option E are the best options to improve traffic flow in our corridor while preserving our economics and > \$1 Million investment.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Irene McCarty, CEO Doughness Distributive Retail

ADDRESS:

CITY:

Delgado, Natali

From: L Diane Reynolds (Gmail) [REDACTED]
Sent: Thursday, April 4, 2019 5:21 PM
To: Stephen Endres
Subject: Comment on Proposed 380 Options

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community

Thank you,

Diane Reynolds
[REDACTED]

Sent from my iPhone 6

Delgado, Natali

From: [REDACTED]
Sent: Friday, March 29, 2019 7:41 PM
To: stephen.endres@txdot.gov; Kimmey, Tony; michelle.raglon@txdot.gov
Subject: Against all Bypass options going through Prosper

I have been involved with all of the meetings on the 380 expansion, including the Spring 2018 TXDoT 380 Meeting in Prosper and the 7/24/18 Prosper Town Council Meeting where Stephen Endres gave a presentation on the 380 bypass where he stated that TXDoT rarely, if ever, goes against the wishes of a Town. In that meeting, the citizens came away with the understanding that since both the Town of Prosper and the City of Frisco wanted 380 to be a limited access freeway west of Custer that TXDoT would honor that. So I was very angered and concerned when the Fall 2018 TXDoT Survey options included a red alignment option B for a bypass cutting through Prosper, which before that was never even on the table, due to the pressure of an elected official that lived in Tucker Hill. The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion.

I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TXDoT should do bypass option A that originates in McKinney.

I hope TXDoT does not bow to special interests again and honors the **VAST MAJORITY** of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East-West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, connecting First Street to Wilmeth Road to 75, expanding FM 1461 to 75, and completing the Outer Loop.

Thank you for your time and attention on this matter. I hope to hear that TXDoT is moving forward with the overwhelmingly supported green option of fixing 380 on 380 when it presents its final alignment option for 380 this Spring.

Sincerely,
Dianne Brown
Prosper Christie Farms Residential Association Board Member



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

KEEP #380 ON #380. ANY BY-PASS HAS A TERRIBLE IMPACT ON RESIDENTS AND WILD LIFE. PEOPLE SOUTH OF #380 ARE SIGNING PETITIONS W/O KNOWING THE FACTS - JUST PUTTING THEIR NAME ON A FORM PUT IN FRONT OF THEM AT A BEACH PARTY - I KNOW BECAUSE I LIVED IN SA RANCH FOR 20 YRS. BY PASSES DON'T GET UTILIZED (389 = DENTON ETC) PEOPLE TRAVELING ON #380 WILL CONTINUE TO STAY ON #380 - ESPECIALLY IF IT IS IMPROVED.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: DICK PRAIT
ADDRESS: [REDACTED]
CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Donald Alexander [REDACTED]
Sent: Monday, April 8, 2019 7:45 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

Just a note to let you know that we support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It seems to be the optimal and most effective path for east-west traffic through the cities of McKinney and Prosper. A bypass seems unnecessary and would certainly damage the beauty of our community.

The GREEN alignment would also preserve one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignments E and B would have direct impact on ManeGait and damage or destroy this exceptional property. It would also severely impact the many local citizens who depend on the services provided by this great organization.

We appreciate your consideration of our views on this issue.

Sincerely,
Donald and Linda Alexander

[REDACTED]

Sent from [Mail](#) for Windows 10



**MEETING WITH AFFECTED PROPERTY OWNERS
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*As a citizen of Prosper TX I would prefer
OPTION B over of Keeping 380 ON 380.*

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

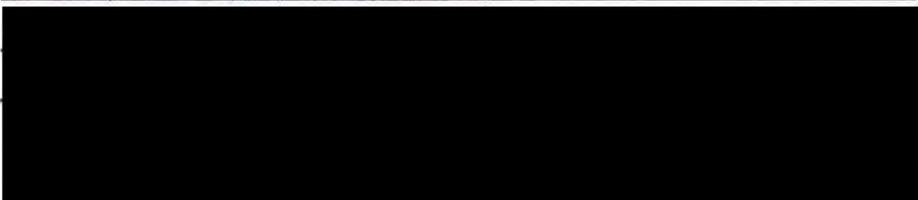
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NAME:

Donald Crawford

ADDRESS:



CITY:



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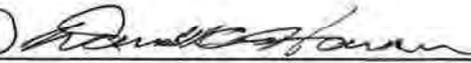
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NAME (DONALD HANSON) 

ADDRESS:

CITY:



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These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Don Alford [REDACTED]
Sent: Wednesday, April 10, 2019 6:10 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

MEETING WITH AFFECTED PROPERTY OWNERS COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line, Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

To TxDot; To whom it may concern:

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options for the following reasons:

1. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380.
2. They are also the least expensive options when compared to the cost of the green alignment or Red Option A.
3. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.
4. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.
5. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road.
6. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our

corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Thank you.

Donald W. Alford

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS

COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Donna Call

ADDRESS: [Redacted]

CITY: [Redacted]

Delgado, Natali

From: Donna Coley [REDACTED]
Sent: Thursday, April 4, 2019 4:59 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Donna Coley
[REDACTED]

COMMENT:

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Delgado, Natali

From: Donna Howe [REDACTED]
Sent: Thursday, April 4, 2019 12:28 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Donna Howe
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your attention to this matter.

Donna Howe

Delgado, Natali

From: Donna [REDACTED]
Sent: Thursday, April 4, 2019 7:39 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Donna Sedota
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

I have volunteered for ManeGait for the last 3 years and have personally seen amazing progress by my riders. Please don't take this very important therapy away from them.

Smith, Chelsey

From: Doug Batson [REDACTED]
Sent: Wednesday, April 10, 2019 8:06 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Form: Red Option-B

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Red Option-B bypass alignment option.** This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red Option-B also is the least expensive option when compared to the cost of Red Option-E, the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Douglas Batson
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Delgado, Natali

From: Doug Fakkel [REDACTED]
Sent: Friday, April 5, 2019 10:07 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Doug Fakkel
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from [BlueMail](#)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
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Please Print

To take away any land in a small-area town like Prosper would reduce the area available for development, thereby limiting the growth of the potential tax base. The fiscal harm to the town and its residents has apparently not been factored into any of TxDOT's deliberations. Such harm would be ongoing and not be able to be offset from other sources.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Douglas Fuller

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: chris phillips [REDACTED]
Sent: Thursday, April 4, 2019 11:44 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Dr. Chris Phillips/ [REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Any option EXCEPT the Green option, would be a huge disservice to our community.

Sincerely,

Dr. Phillips

Delgado, Natali

From: Dr. Jake Schumann [REDACTED]
Sent: Thursday, April 4, 2019 11:26 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Dr. Jake Schumann
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your time and service!



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

OF THE THREE OPTIONS - BLOOMDALE IS THE LEAST
IMPACTFUL OF ALL!

HOWEVER REWORKING HWY 380 MAKES MORE
SENSE THAN ANY OF THE OTHER PLANS

PLEASE CONSIDER LONGEVITY AND COMMUNITY
IMPACT WHEN MAKING A CHOICE

WALNUT GROVE RESIDENT SINCE 1979

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: DR. TERRY R. WALDEN

ADDRESS:

CITY:

Delgado, Natali

From: Amber Petrik [REDACTED]
Sent: Thursday, April 4, 2019 8:38 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Dray & Amber Petrik
[REDACTED]

Delgado, Natali

From: Drew Allen [REDACTED]
Sent: Friday, April 5, 2019 6:41 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for reading and considering that the proposed bypass options for any other than the GREEN ALIGNMENT would shut down a most prominent and life changing non-profit organization in the McKinney/Prosper area. I'm sure you have heard of the impact on the riders, the community, and the many volunteer and family members who care so much and and are impacted so powerfully by this very special place.

With that in mind, I support the Green Alignment and "vote" against the Red Alignment B or E.

Thank you very much for keeping ManeGait at the Center of all that is good for a strong, healthy, vibrant community.

Drew Allen
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Dustin Tong [REDACTED]
Sent: Friday, April 5, 2019 9:18 PM
To: Stephen Endres
Subject: US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,

I have noticed that there's a red alignment for the proposed 380 change and I'm 100% against it. I'm currently building my, what I hope to be, forever home for my family in the Willow Wood community.

Green alignment is the best option long term for not only my community but other communities in the area.

Thanks,

Dustin Tong
[REDACTED]

Delgado, Natali

From: Eduardo Gonzalez [REDACTED]
Sent: Monday, April 1, 2019 6:52 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Best Regards

Eduardo Gonzalez
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
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All written comments must be postmarked by April 12, 2019.

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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Edward LeGate (US - IFS) [REDACTED]
Sent: Monday, April 8, 2019 9:45 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Edward LeGate-[REDACTED]

I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would ruin the beauty of our community and force ManeGait Therapeutic Horsemanship to close.

Thank you for taking this into account.

The information transmitted, including any attachments, is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited, and all liability arising therefrom is disclaimed. If you received this in error, please contact the sender and delete the material from any computer. PricewaterhouseCoopers LLP is a Delaware limited liability partnership. This communication may come from PricewaterhouseCoopers LLP or one of its subsidiaries.

Smith, Chelsey

From: Breanna Guntert [REDACTED]
Sent: Tuesday, April 9, 2019 9:45 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Ehren and Breanna Guntert; [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
The Guntert's



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

It appears that the "new" option "E" is a reasonable compromise that meets or overcomes most concerns. We would support option "E" as the preferred RED option and would prefer RED option "E" over the GREEN option.

thank you

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Elna & Diane Reynolds
ADDRESS: [REDACTED]
CITY: [REDACTED]

Delgado, Natali

From: elaine kendrick [REDACTED]
Sent: Thursday, April 4, 2019 11:27 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: S.Elaine Kendrick
[REDACTED]

COMMENT:

Please hear our voices!

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

THANK YOU!

Sent from my iPhone

Delgado, Natali

From: Adell, Elizabeth [REDACTED]
Sent: Thursday, April 4, 2019 1:48 PM
To: Stephen Endres
Subject: US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I reside in Celina, TX. I'm writing to let you know that I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. Green alignment also preserves one of Collin County's most prominent non-profit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their VITAL community services.

Thank you for listening,

Elizabeth Adell

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

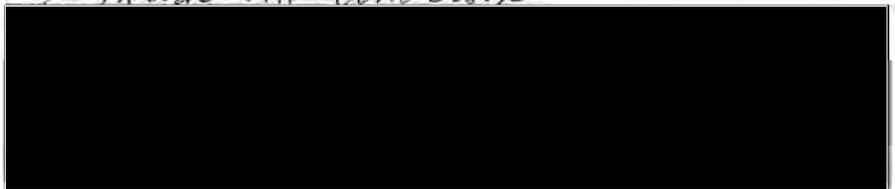
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NAME:

Elizabeth M. Anderson

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
 COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(my husband & I)
 We already experience extremely loud 380 road noise - we will probably

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT *Have to move if 380 is widened, My husband and I*
- I do business with TxDOT *strongly support Red Option B or Red option - E bypass.*
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Elizabeth M Barrett *Elizabeth M. Barrett*

ADDRESS: [Redacted]

CITY: [Redacted]

Delgado, Natali

From: Elizabeth Smith [REDACTED]
Sent: Tuesday, April 9, 2019 4:48 PM
To: Stephen Endres
Subject: I oppose the Green 380 option

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks,

Elizabeth Smith
McKinney resident



**MEETING WITH AFFECTED PROPERTY OWNERS
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

Smith, Chelsey

From: Ella Stephenson [REDACTED]
Sent: Thursday, April 11, 2019 8:03 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Ella Stephenson
[REDACTED]
[REDACTED]

COMMENT: I agree with the Green Alignment.
Thanks

Sent from my iPhone

Delgado, Natali

From: Ellen Shaunessy [REDACTED]
Sent: Thursday, April 4, 2019 7:59 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Ellen Shaunessy
[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Emily Johnson [REDACTED]
Sent: Friday, April 5, 2019 5:21 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Emily Johnson



COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Strongly advocating for this.

Emily Johnson



MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

TX DOT - We chose North Texas as the region we planned to live for decades. We've been here since 2005 and have actively served in government and community programs for 15 years. We support keeping 380 ON 380 - AS WAS PLANNED, forecasted, and projected for decades⁺

Any other option is illogical and unfair to the VAST MAJORITY of homeowners, residents and business owners in the affected communities - We have worked HARD to bring businesses to Prosper, community groups and NPOs like ~~Waco~~ Gait, and thriving neighborhoods. #Keep 380 on 380⁺

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: ERIC NISHIMOTO
 ADDRESS: [REDACTED]
 CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

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**MEETING WITH AFFECTED PROPERTY OWNERS
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

ADDRESS:

CITY:



Smith, Chelsey

From: Erik Tillisch [REDACTED]
Sent: Friday, April 12, 2019 8:13 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Erik Tillisch
[REDACTED]
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Additionally, traffic routed off 75 will not traverse north additional mileage to go west/west through the McKinney corridor but continuing to use the existing route. If this was true, then the Collin County outer loop project should be the route then to be followed. This project has been planned and has the land allocated to it now and would not have the current planned disruption that a bypass of HWY 380 would cause



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Erika Farias

ADDRESS:

CITY:

Delgado, Natali

From: classy2004 [REDACTED]
Sent: Thursday, April 4, 2019 2:21 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

COMMENT:

I vote to preserve the facility and the surrounding area for the benefit of the participants and the animals.
Erika Franz

Sent from my Verizon, Samsung Galaxy smartphone

I vote to preserve the facility and the surrounding area for the benefit of the participants and the animals.
Erika Franz

Delgado, Natali

From: Erika N. McWilliams [REDACTED]
Sent: Thursday, April 4, 2019 11:26 AM
To: Stephen Endres
Cc: [REDACTED]
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Erika McWilliams, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community.

This message contains information which is privileged and confidential and is solely for the use of the intended recipient. If you are not the intended recipient, be aware that any review, disclosure, copying, distribution, or use of the contents of this message is strictly prohibited. If you have received this in error, please destroy it immediately and notify us at PrivacyAct@torchmarkcorp.com.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Ernest Townsend [REDACTED]
Sent: Tuesday, April 9, 2019 4:05 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We live near Stonebridge Drive and Hwy 380. I believe Red Option B is the best alternative but Red Option E would be an acceptable alternative. Both are cheaper and less disruptive to the businesses and residence along Hwy 380 than other plans presented.

Thanks

Ernest Townsend
[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

ADDRESS:

CITY:



Smith, Chelsey

From: Evan Price [REDACTED]
Sent: Wednesday, April 3, 2019 2:31 PM
To: Stephen Endres
Subject: US 380 MAPO

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Evan Price
[REDACTED]
[REDACTED]

Delgado, Natali

From: Eve Henry [REDACTED]
Sent: Thursday, April 4, 2019 8:44 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Eve Henry
[REDACTED]

Please consider the families that will be impacted by this dreadful plan of diverting 380 through one of our most beloved mainstays, Mane Gait. This organization helps so many families

COMMENT:

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Ford Clark [REDACTED]
Sent: Monday, April 8, 2019 6:10 PM
To: Stephen Endres
Subject: Highway 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,
Ford Clark



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

If we had known, three years ago, when we built our dream home, and finally settled into our unique by nature, McKinney that we would possible and most likely have to uproot ourselves, we would never have lived in McKinney. It took us twenty six years to be able to afford + move here from Maryland. I honestly do not know, where we are going to go. We are at a loss. We will never find a home and neighborhood like Heatherwood. We did not choose to live near a bypass, Residents on 380, did! What a waste of money to build, destroy home's family for a bypass that will be a short term. Who is going to get off of 380 + take a bypass.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

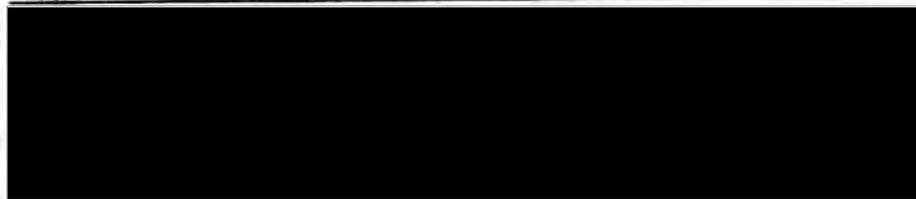
- I am employed by TxDOT
 - I do business with TxDOT
 - I could benefit monetarily from the project or other item about which I am commenting
- When what they are looking for + needing one the stores on 380! The stores will also suffer.

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 16, 2014, and executed by FHWA and TxDOT.

NAME:

Forrest + Shannon Raines Thank you.

ADDRESS:



CITY:

Delgado, Natali

From: Frank Loncar [REDACTED]
Sent: Thursday, April 4, 2019 12:43 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/2019 Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

My wife and I are in support of the GREEN alignment between Coit road and FM 1827 for the expansion and congestion relief of HWY 380. We feel a bypass is not necessary and would effect, one of Prospers great non-profits, ManeGait Therapeutic Horseman. Our daughter volunteered for five years and her relationship with staff and the children with disabilities are memories she will cherish forever! She learned skills that are unteachable in a classroom. The GREEN alignment only makes sense in preserving a great non-profit and the beautiful "country living" where we reside. Thank you for your consideration!

Best regards,

--

Frank & Mary Anne Loncar, Jr.

[REDACTED]

[REDACTED]

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME: Frank & Shannon Eber

ADDRESS:

CITY:

Smith, Chelsey

From: Fransis Acuna [REDACTED]
Sent: Wednesday, April 10, 2019 2:56 PM
To: Stephen Endres
Subject: 380 Alignment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I currently live less than a mile from the proposed north 380 alignment. I do not agree with option A or E. I used to live West of 389 in Prosper and we decided to move east because traffic west of 380 was dangerous and extremely difficult to get around. We now live in Lakewood of Brookhollow in between Custer and Coit on 380. I use Custer regularly to go to the Sprouts located in McKinney. I go to Sprouts for all my groceries because I am on a restricted diet and they have a lot of the items I can eat in order to stay healthy. If the Custer alignment was to take effect I would no longer feel safe driving through Custer and I would have to find an alternate longer route making it a real inconvenience. I also travel through Custer to go to my Pilates studio in McKinney. If the alignment was to proceed I would likely no longer attend that studio. I'm sure a lot of the businesses south of McKinney would be impacted and loose Prosper customers who would no longer want to travel south across 380. I support green alignment on 380 and expansion on 380.

Fransis Sermino
iPhone. iTypos. iApologize.



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

We are in favor of fixing 380. We are not sure how many would use a bypass. There are a lot of big trucks using 380 for deliveries to the new businesses popping up all along 380 from Custer to 75, along with all the patrons of the businesses.

The City of McKinney has gotten ahead of themselves by issuing all the building permits to new business and homes without the roads to support them. The problem, we think, is all the stoplights thru downtown McKinney. Without the stoplights, there would be no problem.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Fred & Cindy Vogel

ADDRESS:

CITY:





Received SROA

APR 02 2019

**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 5, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Fred and Gail Riegler

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I AM OPPOSED TO ANY RED B ALIGNMENT INTO PROSPER. I SUPPORT
A GREEN ALIGNMENT OF 380. NO ADJUSTMENT OF ANY BYPASS
INTO PROSPER IS ACCEPTABLE. WE MUST FIX 380 ON 380.

THE TOWN OF PROSPER IS OPPOSE TO RED B ALIGNMENT OR ANY
BYPASS INTO PROSPER. 62% OF SURVEY RESPONDENTS TO TXDOT SURVEY
SUPPORT THE GREEN ALIGNMENT, 3 TO 1 OVER THE NEAREST OPTION RED
56.9% BUSINESS OWNERS PREFER THE GREEN ALIGN 2 TO 1
OVER THE RED ALIGNMENT.

THE GREEN ALIGNMENT MAKES SENSE ECONOMICALLY, CIVICLY,
AND MORALLY. THE RED ALIGNMENT ARE UNACCEPTABLE
IN ANY FORM.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: FRED COSTA

ADDRESS:

CITY:



Delgado, Natali

From: gaby smith [REDACTED]
Sent: Thursday, April 4, 2019 10:06 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brad & Gaby Smith
[REDACTED]

We support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your time & consideration-

Brad & Gaby Smith

Smith, Chelsey

From: gail bruno [REDACTED]
Sent: Monday, April 8, 2019 9:53 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I, Gail Bruno at [REDACTED], support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

[Sent from Yahoo Mail for iPhone](#)



Received SAC

APR 10 2019

MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Carol L. PARKS

ADDRESS: [Redacted]

CITY: [Redacted]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

My family and I prefer Option B. Reasoning is 380 Freeway will wipe out businesses and provide only additional 2 lanes versus planned 4 Lane ~~near~~ street on University. Option B provides North Access to 75 and those living in Prosper already take DNT to go south to Dallas. From my house to 75 is 6 miles, to ~~380~~ DNT its also 6 miles. Option E is another good alternative but seems like a 2 lane option thus not truly scalable.

The Outer loop could alleviate E/W traffic but that seems to be quite a distance and those using DNT can avoid 380 Westerly travel.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: GAIL WONG
ADDRESS: [REDACTED]
CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Ganapathy Murugan R [REDACTED]
Sent: Friday, April 5, 2019 6:36 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Ganapathy Murugan Rajamanickavasagam
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

No BY Pass!

WIDEN CURRENT 380 HWY.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

GARY & MONICA STANFORD

ADDRESS:



CITY:



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

PLEASE STOP the ENDLESS parade of bypass options. Bypasses DISRUPT communities and DESTROY properties that homeowners have worked their whole lives to own.

Solve McKinney's 380 problems on 380. It's been no secret that property owners along 380, especially commercial, located there in anticipation of future business opportunities. After all, it's been a US Hwy for decades.

Employ some best engineering practices to lessen the impacts and KEEP 380 on 380, not in our neighborhoods.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Gary Davis

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

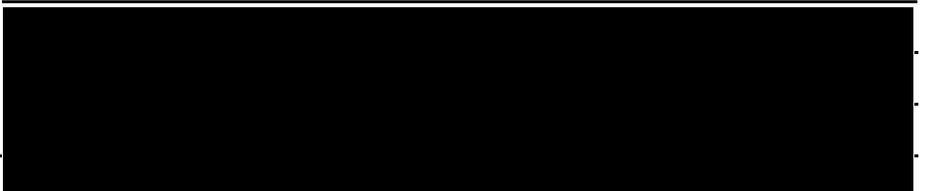
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NAME:

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Gaule Cruise

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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I do business with TxDOT

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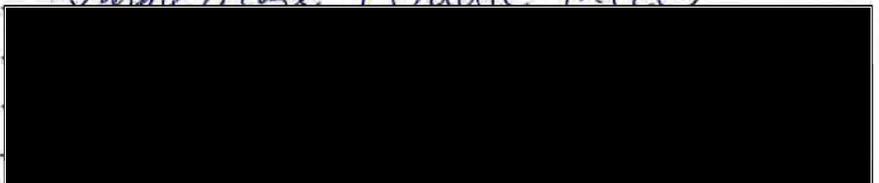
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NAME:

Gaule Mize (Gaule Mize)

ADDRESS:

CITY:



Delgado, Natali

From: G B [REDACTED]
Sent: Monday, April 1, 2019 7:05 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,
George Bouhasin

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

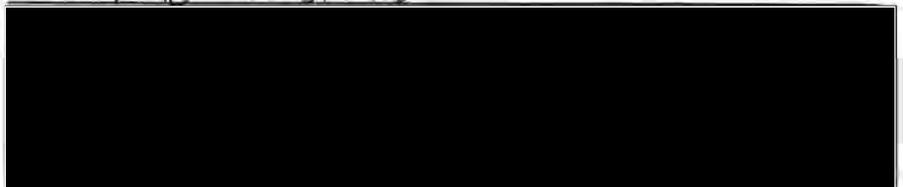
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: GEORGE BRANFORD

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

Red Option E makes even less sense than Red Option B. First off there has been no study to determine if either option will relieve the congestion on 380. Secondly, Red Option E will destroy ~~existing~~ ^{existing} businesses ^{is howev} at the corner of Custer & Highway 380. If you ~~built~~ changed 380 to a limited Access highway in its current location, Prospon tax revenue would be protected.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Georgette Guernsey

ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Georgina Swinfen [REDACTED]
Sent: Thursday, April 4, 2019 1:00 PM
To: Stephen Endres
Subject: Subject: US 380 MAPO 3/28/19 Comment Card
Attachments: FB_IMG_1554400793494.jpg

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper.

A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.

Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

I travel 380, Coit Road and know all these areas possibly affected, very well. I also ride in many of the red aligned proposals East and West and believe it is vitally important to preserve as much of this beautiful countryside as possible. People will always drive along 380 and so expanding 380 along 380 makes more sense for the flow of traffic and the environmental impact. If TxDOT can hold these in high priority instead of the money from businesses.

Georgina Swinfen

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
 COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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 March 28, 2019 - 6:00 p.m. to 8:00 p.m.
 Lorene Rogers Middle School

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 All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.
 These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.
 They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.
 I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.
 These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.
 Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Gary & Bernice Roklich
 ADDRESS: [REDACTED]
 CITY: [REDACTED]

Delgado, Natali

From: Ginger McClendon [REDACTED]
Sent: Thursday, April 4, 2019 3:09 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Ginger McClendon

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Ginger Murchison [REDACTED]
Sent: Friday, April 5, 2019 10:41 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for reading and considering this alignment.

*Regards,
Ginger Murchison*

[REDACTED]

Delgado, Natali

From: Gloria Patxot [REDACTED]
Sent: Thursday, April 4, 2019 12:46 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: **Gloria & John Patxot/** [REDACTED]
[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,

Gloria & John Patxot



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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WIDEN EXISTING 380 WITH FRONTAGE RDS

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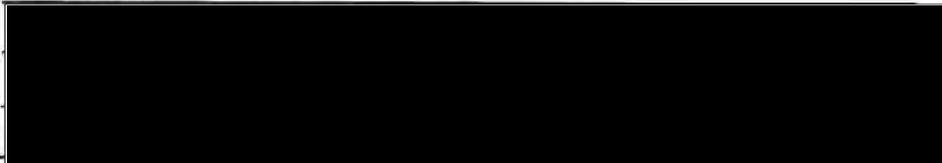
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NAME:

GORDON SEIFERT

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

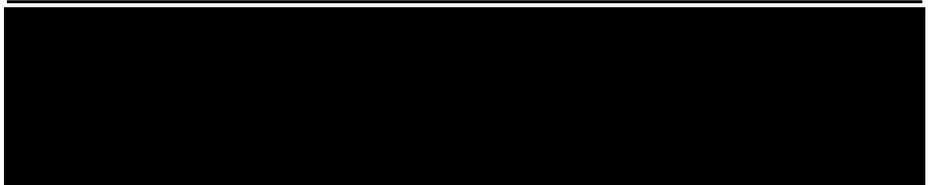
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Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Greg Gordon [REDACTED]
Sent: Wednesday, April 10, 2019 8:00 AM
To: Stephen Endres
Subject: US 380 (MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For your consideration.

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT** either **Red Option-B** or **Red Option-E** bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly **OPPOSE** the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Very Respectfully,

Greg Gordon
[REDACTED]
[REDACTED]

(Stonebridge Ranch Resident)



**MEETING WITH AFFECTED PROPERTY OWNERS
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Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Gregory Horne [REDACTED]
Sent: Monday, April 8, 2019 12:41 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greg Horne/[REDACTED]

COMMENT : Though not a resident of McKinney, I do volunteer at ManeGait every week. My concern is for the safety of the horses and riders of the facility. The added traffic and noise near to the facility adds risk to the equestrian activities that take place there. In addition, the red alignment may even displace a beloved facility that serves many. As such, I support the green alignment that is most cost effective and less disruptive to most citizens/organizations of the area. Thank you.

Received SRCA

APR 11 2019



**MEETING WITH AFFECTED PROPERTY OWNERS
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: **Gregory Jump**

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Gretchen Clark [REDACTED]
Sent: Monday, April 8, 2019 8:52 PM
To: Stephen Endres
Subject: US 380 MAPO

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Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,

Gretchen Clark

Smith, Chelsey

From: Gunnar Heinisch [REDACTED]
Sent: Wednesday, April 3, 2019 8:28 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

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As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Regards,
Gunnar Heinisch

[REDACTED]
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Gustav Phetz

ADDRESS:

CITY:



MEETING COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I do not support support 380 bypass, The noise the length of time to build, If it is build it will be so close To my house. The highway noise would drive me crazy. If Prosper has voted against it why can't McKinney. It just doesn't make much sense to me at this moment. Please consider not building. Every Option would effect where I live. Any option is bad for my family.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

GIVEN Sedu-Higgins

ADDRESS:

CITY:

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 9:33 AM
To: Smith, Chelsey
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

Get [Outlook for iOS](#)

From: Gwen Ray [REDACTED]
Sent: Friday, April 12, 2019 10:15:41 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Gwendolyn Ray/[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

380 needs to be fixed on 380 there shouldn't even be other options. Building a bypass will affect elementary schools, houses, Mama Gait, etc. Being someone that works at a preschool and volunteers working people that have special needs I have disagree with the options. Thanks for taking time to read this and I hope you put the kids and special needs community into consideration.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Hannah King

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Harold Covin [REDACTED]
Sent: Tuesday, April 9, 2019 2:13 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Harold Covin [REDACTED]

COMMENT:

I support alignment N - Green and am opposed to alignments A and B -- Red.

Please accept this.

Sent from [Outlook](#)



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

I Harpneet Judge, reside on [REDACTED] which is the first street, which would be merely 30-50 feet from the proposed freeway. And this proposed freeway would be huge impact on our daily livings considering the noise right from beginning of construction to the probability of when its up and running, is going to be a great nuisance not for just auditory point of view but also for safety of those homes which are just 20' from the freeway. When we purchased the house, we took all of those aspects in consideration so now at this stage we can certainly not have this highway build top on all of us, We urge you to consider 380 as a better option and let us all reside in peace

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Harpneet Judge

ADDRESS: [REDACTED]

CITY: [REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Red option B is the best option. 192M for red option B and 253M for red option E is not being financially responsible to us tax payers. Mare Bait which is nothing more than 10 horses and some pasture can be easily relocated.

Prosper needs the freeway as much as anyone. Being behind houses in some open fields will have minimum impact on them.

Prospers letter writing campaign to save Mare Bait is nothing but a ploy to keep the by pass out of their city. The red B option is the best long term solution for the future.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Harvey Graham

ADDRESS:

CITY:

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 8:51 AM
To: Sy Shahid; Smith, Chelsey
Subject: Re: Spur 399 Options

How would alignment b affect museum? Can you be more specific?

Stephen

Get [Outlook for iOS](#)

From: Sy Shahid [REDACTED]
Sent: Saturday, April 13, 2019 12:05 PM
To: Stephen Endres
Subject: Spur 399 Options

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to state our concerns about the option B of the Spur 399 alignment. Option B will impact the Heard Museum wildlife sanctuary. If there is a need for a new bypass, we recommend the use of the option A to minimize the impact on our sanctuary. I would be more than glad to visit with you on this subject matter.

Sy Shahid
Executive Director

"Bringing nature and people together to discover, enjoy, experience, restore and preserve our priceless environment"

[REDACTED]
[REDACTED]
[REDACTED]



One Nature Place
McKinney, Texas 75069
heardmuseum.org
A 501 (c) (3) Non-Profit Organization



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

I oppose any 380 bypass — FIX 380 on 380

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Heather Ferguson
ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Heather Powell [REDACTED]
Sent: Friday, April 5, 2019 8:01 AM
To: Stephen Endres
Cc: Heather P; Eugene Powell
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I support the GREEN alignment thru Prosper (Coit to FM 1827) on 380 for the expansion of US HWY 380. This path is the most efficient and less impacting to the people of Prosper and McKinney. The bypass is not necessary and will take away the beauty and uniqueness of these 2 cities. Furthermore, the GREEN alignment preserves and maintains full operations for the loved organization ManeGait Therapeutic Horsemanship. The alignments RED E and B will cause the organization to relocate its services and cause the organization to become displaced. This will cause issues for so many people who depend on ManeGait for their therapeutic support and wellness. Do not make Prosper and MainGait take on the burden of McKinney's mistakes and poor planning.

Thank you for your time!

Heather Powell

Heather Powell
[REDACTED]

Delgado, Natali

From: Heather Robison [REDACTED]
Sent: Friday, April 5, 2019 7:21 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:
Heather Robison
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Please KEEP 380 ON 380!
Thank you,
Heather

Delgado, Natali

From: Heather Upchurch [REDACTED]
Sent: Thursday, April 4, 2019 5:23 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Heather Upchurch
[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Hillary Shiels [REDACTED]
Sent: Thursday, April 11, 2019 8:23 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your time!
Hillary Shiels

[REDACTED]
[REDACTED]

Sent from my iPhone

Delgado, Natali

From: Holly Dee [REDACTED]
Sent: Thursday, April 4, 2019 2:27 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
Holly Dee
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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- 1) Keep US 380 on current alignment of US 380 as depicted on the Town of Prosper Thoroughfare Plan
- 2) Red Option B and Red Option E have significant impact to existing developments as well as planned developments. An option east of Custer Road allows those developments to remain without compromising the future expansion plans for FM 2478 (Custer Road, north of US 380).
- 3) Since the City of McKinney does not want US 380 to be a LAR, then any bypass should remain within corporate limits of the City of McKinney.
- 4) The City of McKinney produced multiple alignments east of Custer that were not evaluated. Red Option F is similar to one.
- 5) Red Option B and E do not show all the traveling public connections from US 380 like option A

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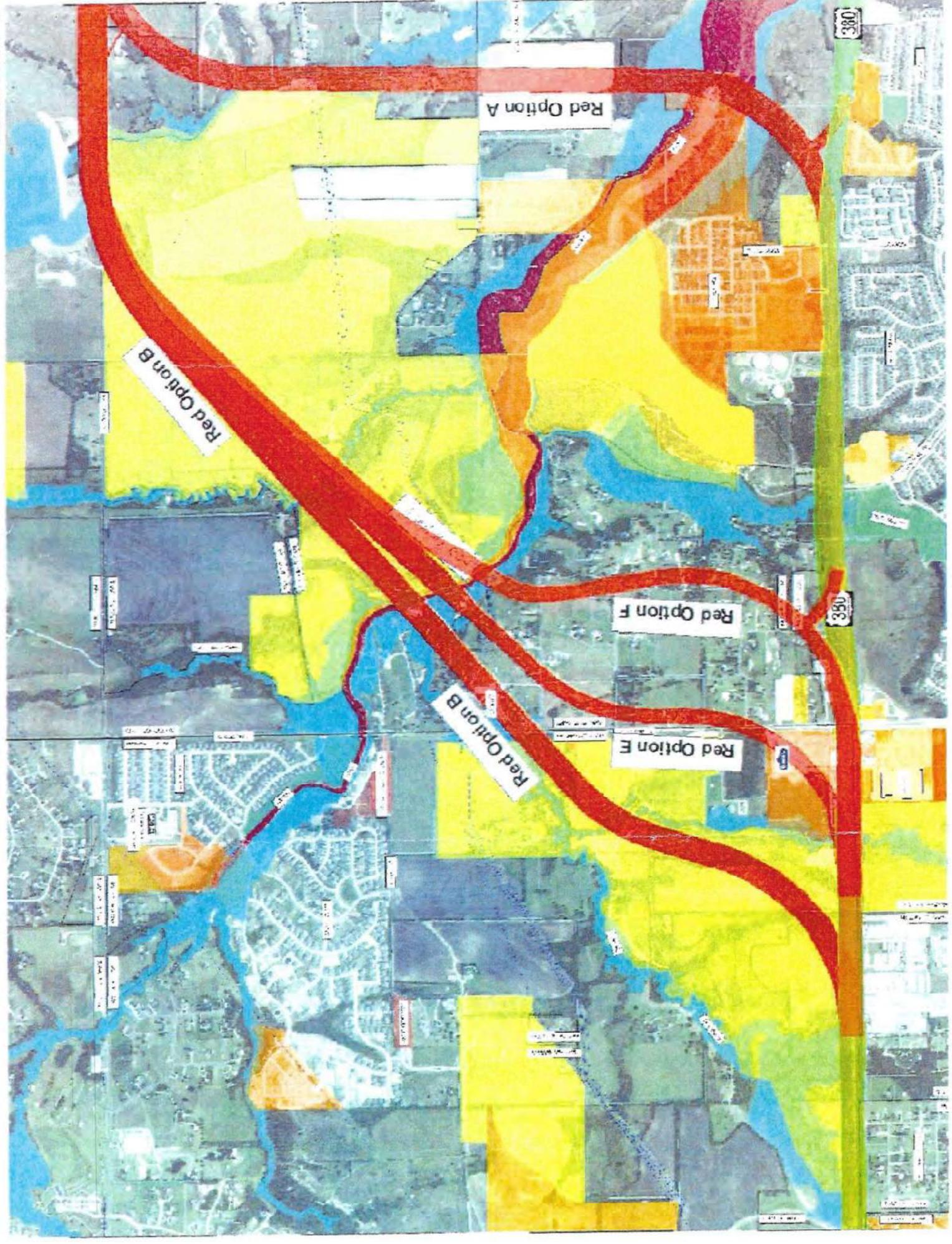
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NAME:

HILTON T. WEBB JR.

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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DONT RUIN DICKS my kids
or parents name = + would
MAKE my kids
- I like + make =

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NAME: I like Dick - my kids

ADDRESS: [Redacted]

CITY: [Redacted]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway,

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: JUAN CHAMORRO

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME:

JACK NOTEWARE

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: [REDACTED]
Sent: Friday, April 5, 2019 8:34 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

NAME/ADDRESS: Jacquie Laskiewicz, [REDACTED]

COMMENT: I have participated as a volunteer with ManeGait since 2008. I have seen firsthand the wonderful work that goes on at ManeGait. It is nothing short of a miracle that takes place between our special needs riders and the gentle horses they work with. Please keep this vital program going and not eliminated by a highway!



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Jamie [REDACTED]
Sent: Friday, April 5, 2019 10:50 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jamie Boyd-Johnson
[REDACTED]

Good morning,

I am writing to support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your time,
Jamie Boyd-Johnson

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
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**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

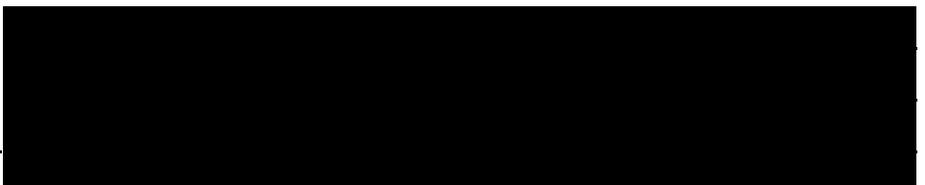
- I am employed by TxDOT
 I do business with TxDOT
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NAME:

ADDRESS:

CITY:



Smith, Chelsey

From: Terry Garry [REDACTED]
Sent: Monday, April 8, 2019 11:08 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services and hurt the children and veterans that have come to look upon ManeGait as their sanctuary.

Sincerely,

James & Teresa Garry
[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:

Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 1:19 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card - Please Approve 380 Expansion Green Alignment to Keep 380 on 380.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres:

I am a resident of Whitley Place, which is located at the Northwest corner of Custer Road and 1st Street in Prosper, TX. My wife and I have been engaged with local organizations regarding the 380 expansion project, have attended the informative and very well executed TXDOT presentations, and have attended and presented at McKinney and Prosper City/Town Council meetings. Because of the significant negative impact the 380 Red Alignment Options B and E would have on our quality of life, we respectfully request that TXDOT select the Green Alignment between Coit Road and FM 1827 to keep 380 on 380. The Green Alignment is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. We believe the Red Bypass Alignments are inefficient, would not provide the necessary reduction in traffic to support Collin County's expected growth, would disrupt many communities that enjoy a rural environment, and destroy much of that environment itself.

Additionally, I am a volunteer at ManeGait Therapeutic Horsemanship. Several days a week, I see firsthand the profound benefits that ManeGait's programs provide to Special Need, Veteran, and First Responder members of the surrounding communities. Working with the ManeGait staff, volunteers, riders and their families, and horses, provides me with an opportunity to serve others in the community and is great therapy for me after careers in the US Army and the Aerospace industry. As a disabled veteran, I participate in ManeGait's Veterans and First Responders riding and brain therapy programs. These programs have improved my core strength, balance, coordination, and memory, and have helped me control my stress and anxiety, significantly improving my quality of life. Both Red Alignments B and E would have direct negative impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Many thanks to you and the TXDOT teams who have displayed exceptional openness, transparency, and professionalism during the 380 expansion selection process.

Respectfully,

James Dougherty
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSIs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 5, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: James Peterson

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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Lorene Rogers Middle School

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: James Webb [REDACTED]
Sent: Friday, April 5, 2019 3:16 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

As it relates to the re-routing of US Highway 380 and it's impact on surrounding properties and organization, I support the GREEN alignment between Coit Rd and FM 1827. This is the optimal and most efficient path for east-west traffic.

While I live in Frisco, my three children all reside in McKinney in property purchased by our family and would be impacted in various ways by both Red Alignment E and B. Of significant importance is the impact on ManeGait Therapeutic. I have seen, first hand, the impact this organization has on the clients they serve. To choose a route for 380 that would directly impact this fine organization and lead to the destruction of this exceptional property and displacement, and potential ending, of the vital community service boarders on criminal. Please do not allow this to happen and hurt the children and veterans that are serviced by this great organization.

Respectfully submitted,

James H. Webb

Delgado, Natali

From: James Woods [REDACTED]
Sent: Friday, April 5, 2019 11:40 AM
To: Stephen Endres
Subject: US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

COMMENT

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

We have personal connections with ManeGait. Having grown up with Priscilla Lewis Darling, co-founder, we also have volunteered with our therapy miniatures for many years at events. ManeGait now is home to two of our miniature horses and this possible move would affect them as all the horses to readjust to different surroundings, which in turn would affect how the horses react with the many people with disabilities that attend and depend on the interaction with the horses.

Please do not choose a way that would displace ManeGait or put them in harms way. This facility has been and continues to be a vital asset to McKinney and surrounding areas.

Thank you for your time and listening to a desperate plea to help save ManeGait.

James C. Woods
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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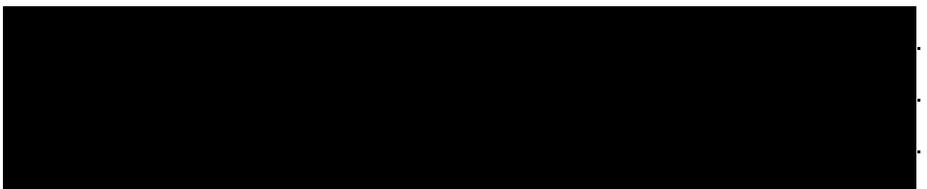
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NAME: _____

ADDRESS: _____

CITY: _____



Smith, Chelsey

From: [REDACTED]
Sent: Wednesday, April 3, 2019 2:33 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of Prosper, TX, I strongly OPPOSE either the Red Option-B or Red Option-E bypass alignment option. I strongly **SUPPORT the proposal to widen US 380 (the Green Alignment)** or convert US 380 to a limited access freeway. I would also **SUPPORT Red Option A** but to a lesser extent.

These options are the most beneficial to existing businesses and homes and the families living in neighborhoods adjacent to US 380. Prosper has limited area for retail and residential development and has planned accordingly. This new alignment being pushed by McKinney could have been avoided by their own planning, and instead, they would like to make this a problem for Prosper. Options B or E would negatively impact the city by reducing sales and property taxes for Prosper.

False allegations by supporters in McKinney for Options B and E:

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. — not true and ridiculous— clearly none of the options would displace businesses at 75 and 380. I think they are hoping you won't actually read and think about what they are stating.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. The Green Alignment and Red Option-A will depress home values in that area. -Pure conjecture. It does not seem to have harmed Highland and University Park home values to have the Dallas North Tollway going through it, or Plano home values to have George Bush Freeway going through it, or Frisco and The Colony to have 121. Where are they getting this?

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge -Road. Unsightly? We've seen it already? Or is this person psychic?

I hope you will recognize the manipulations of a small but motivated group of entitled McKinney homeowners who simply don't want the inconvenience of having an exchange near them or to deal with the hassle of widening 380. There is no problem with widening 380. I myself live right off of 380. The exchange at 121 and 75 in McKinney was nicely done, all of the roads we've seen TXDOT update and build in the last ten years have been handled well. I think they are underestimating your ability to handle our growing traffic. **I support widening 380 or Bypass Option A.** Thank you.

Jamie Spence

[REDACTED]
[REDACTED]



Delgado, Natali

From: Jan Clare [REDACTED]
Sent: Monday, April 8, 2019 6:38 PM
To: Stephen Endres
Subject: Meeting Comment Form. March 28, 2019 Red Bypass Option E

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I can't really even remember how many times I have sent comments to you guys. This nightmare has been ongoing for over two years now. At your first reveal meeting you said that Walnut Grove would not be touched because you rarely ever destroy existing neighborhoods. Now with the Red Bypass option E, 17 of my 80 neighbors have gotten impact letters and many of those will lose their homes. I am curious as to what changed in a few short months. I am also curious as to what will happen if Prosper continues to say NO to a Bypass. Clearly they will because they've already said NO with formal resolutions three separate times. Is this a new plan by Mayor Fuller to destroy Walnut Grove along with Prosper commercial properties regardless of the wishes of ETJ residents, a wonderful non-profit organization and a smaller developing town? If so, that plan goes against everything he campaigned for in the spring of 2017!

I know that Stonebridge and Tucker Hill are against widening Highway 380. That does not, however, mean that every single resident in those two neighborhoods are against fixing 380. In Stonebridge, a small group of individuals is speaking for the entire neighborhood. In Tucker Hill, a few residents, a commercial developer who also happens to be a felon who served three years in prison, and a former County Judge are speaking for all of Tucker Hill. Stonebridge and Tucker Hill are sending the same prescribed comments designed by a handful of individuals. By contrast, my neighborhood, Walnut Grove, has been here almost 50 years and we are truly a neighborhood. We have custom homes on acreage and we are a cohesive community that genuinely cares about each other. We do not want our beautiful neighborhood destroyed, especially the 150-year-old trees and all the wildlife that we enjoy on a daily basis. Please do not let a handful of individuals change the entire Northwest sector of McKinney and destroy Walnut Grove, the most unique by nature neighborhood in all of McKinney along with MainGate Therapeutic Horsemanship!

Businesses can relocate and with the 6 to 8 year timeframe they have before construction starts, they will be able to make alternative plans if necessary. However, homeowners will see their homesteads plummet in value if a bypass becomes a reality. Walnut Grove, in particular, will be especially hard hit because we will be surrounded by Highway 380, a widened Custer Road, and a bypass. Please use some logic and fix 380 on 380 because it will have to be done eventually anyway. Any bypass option is an atrocity which ruins the entire northwest sector of McKinney. Please consider the people whose lives you will be changing forever as well as the wildlife and ecosystems that you will be destroying.

MainGate Therapeutic Horsemanship is just a half mile down the hill from my home in Walnut Grove. It is a twelve year old non-profit organization dedicated to serving hundreds of special needs individuals with disabilities as well as Veterans, their families, Active Duty military, and First Responders. Both the Red Bypass and the Bypass Option E would force the closing of this wonderful facility and leave a huge gap in services for the special needs community.

Stonebridge and Tucker Hill have basically nothing to lose. Stonebridge makes the argument that people will cut through their neighborhood to avoid Highway 380. Guess what? People have been doing that for years! And by the way, Stonebridge doesn't own those public roads. I believe that Stonebridge will lose a sign and Tucker Hill might lose a few parking spots up front in their commercial area. Please do not bow to a few and destroy our way of life and the natural beauty of Northwest McKinney. FIX Highway 380 on 380!

Sincerely,

Jan Clare



I am NOT employed by TxDOT

I do NOT do business with TxDOT

I could NOT benefit monetarily from the project or other item about which I am commenting

Sent from my iPad



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Jan Mazzolini

ADDRESS:

CITY:

Delgado, Natali

From: Jana Horowitz [REDACTED]
Sent: Monday, April 8, 2019 9:17 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Endres,

I'm Jana Horowitz a homeowner at [REDACTED]
I support the Green Alignment between Coit Rd and FM 1827 for the expansion of HWY US 380. It is the most efficient path for east-west traffic and US 380 will need to be fixed in time anyway. The majority of TX Dot's previous survey results prefer fixing 380 on 380 as well. I would sincerely hope TX Dot would care about the majority of TX Dot's survey recipients opinions.

A bypass is completely unnecessary and would destroy many people's homes, property values and a serene way of life considering we actively chose homes away from a highway.

Please do not cave to McKinney's mounting political pressure and corruption in building the bypass into Prosper. McKinney's poor planning should not be allowed to punish Prosper as a result. Please do not allow Mckinney to continue to bully this into the small town of Prosper.

Regards,
Jana Horowitz

Sent from my iPhone

Smith, Chelsey

From: Jana Tinsley [REDACTED]
Sent: Thursday, April 11, 2019 9:19 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jana Tinsley
[REDACTED]
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Jana Tinsley
Van Alstyne High School
Family & Consumer Science Dept.
RST Advisor
PALS Advisor
CTE Coordinator
UIL Coordinator
[REDACTED]
[REDACTED]

Delgado, Natali

From: [REDACTED]
Sent: Friday, April 5, 2019 1:16 PM
To: Stephen Endres
Subject: US 380 MAPO Comment Form

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,
Janell Best

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

First Choice: Red B - It connects with existing 380 West of Custer. It affects fewest existing residences and businesses and costs least.

Second Choice: Red E- It connects with existing 380 West of Custer. It costs less than other alternatives.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

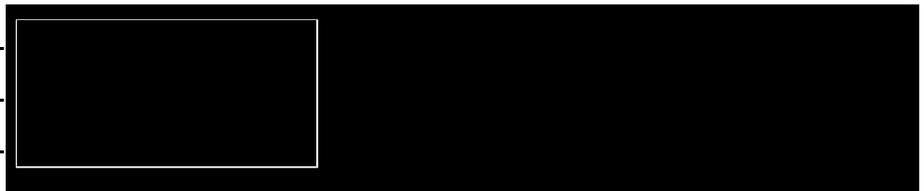
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Janelle Freeman

ADDRESS: _____

CITY: _____



Delgado, Natali

From: Michelle Raglon <Michelle.Raglon@txdot.gov>
Sent: Monday, April 1, 2019 2:34 PM
To: Smith, Chelsey
Cc: Christine Polito
Subject: FW: Walnut Grove question

FYI , in case you receive.

Michelle Raglon
Public Information Officer
PIO Team Lead
TxDOT DALLAS DISTRICT
[REDACTED]

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.txdot.gov&d=DwIFAg&c=pgTKN5yjcEYSPUPpeP-zuA&r=Do0hs007mNVABlXnQFgFRZAuXXi2aQYL-ZYagjMaLV0&m=pD37GpNYjA0n0daATYiOfLobdCncwSnEMgp8jDH8u88&s=oqcET1mNodTJbLhYrCAaf1JeWsZZkwHB_y7of3Jgwpc&e=
https://urldefense.proofpoint.com/v2/url?u=http-3A__www.keepitmovingdallas.com&d=DwIFAg&c=pgTKN5yjcEYSPUPpeP-zuA&r=Do0hs007mNVABlXnQFgFRZAuXXi2aQYL-ZYagjMaLV0&m=pD37GpNYjA0n0daATYiOfLobdCncwSnEMgp8jDH8u88&s=99x-FJ_ZkXLpTLZczVwoF3-9Q3ULkbgafZG-iIZcYlo&e=@TxDOTDallas

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

From: Timothy Anders [REDACTED]
Sent: Monday, April 01, 2019 11:08 AM
To: tkimmey@burnsmcd.com; Stephen Endres; Michelle Raglon; Ryan Lafontaine; Stephanie Weyenberg
Subject: Walnut Grove question

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning!

Option E would cut off all of the roads into/out of Walnut Grove on the west. So, will the Option E be elevated all the way from Custer to the north of WG or are would we lose all 3 roads?

Janet Anders

[A Texas Department of Transportation (TxDOT) message]<https://urldefense.proofpoint.com/v2/url?u=https-3A__www.txdot.gov_inside-2Dtxdot_media-2Dcenter_featured.html&d=DwIFAg&c=pgTKN5yjcEYSPUPpeP-

zuA&r=Do0hs007mNVABlxnQFgFRZAuXXi2aQYL-
ZYagjMaLV0&m=pD37GpNYjA0n0daATYiOfLobdCncwSnEMgp8jDH8u88&s=CzJpRgXOV6CwW6Co3qvNqXILq-
QaTbDW4v4yu4-HKUs&e=>



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

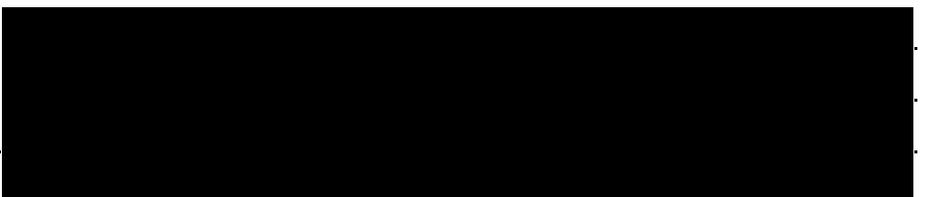
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



Delgado, Natali

From: Janis Ambrose (TMS) [REDACTED]
Sent: Thursday, April 4, 2019 5:33 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Janis Shard, [REDACTED]

COMMENT:

As a resident of McKinney I want to express my support for the **Green** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. Expanding the current footprint seems to be the most optimal and efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would cause unnecessary reduction of the natural green space areas established within the paths of the other alternatives. I was happy to move to McKinney and value the dedicated spaces and feel the other proposed Red Alignments will devalue the area.

I left California and had a 45 mile each way commute to work. My move to Texas with Toyota and finding a home in McKinney has been a life changer. I chose to give back to the community by volunteering my newly found time. This past year I was blessed to have been able to volunteer over 200 hours at ManeGait Therapeutic Horsemanship. This nonprofit organization provides an amazing service and when I found out some of the alignment proposals would have a direct affect on their being able to continue their quest I was very disappointed. The **Green** alignment is the **ONLY** choice going forward. It not only preserves the beauty of our community but will prevent the destruction of this exceptional organization and their service.

I implore you to realize all of the negative impacts any other choice would have on our community.

Thank you for your consideration.

Janis Shard

Janis Ambrose Shard
Senior Manager, Cross CarLine
TOYOTA MOTOR NORTH AMERICA
Product Planning & Strategy
6565 Headquarters Drive, E1-2D
Plano, TX 75024

[REDACTED]

Smith, Chelsey

From: Jasmine Bridge [REDACTED]
Sent: Monday, April 1, 2019 5:02 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,

Jasmine Bridge
[REDACTED]
[REDACTED]
[REDACTED]

Delgado, Natali

From: Jasmine Jones [REDACTED]
Sent: Thursday, April 4, 2019 11:38 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

From
Jasmine Hook
[REDACTED]

Delgado, Natali

From: Jason Brown [REDACTED]
Sent: Saturday, March 30, 2019 12:51 PM
To: Stephen Endres; Kimmey, Tony; Michelle Raglon
Subject: Against Bypass Options B & E

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TXDoT should do bypass Option A that originates in McKinney.

The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion.

I hope TXDoT does not bow to special interests again and honors the **VAST MAJORITY** of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East-West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, connecting First Street to Wilmeth Road to 75, expanding FM 1461 to 75, and completing the Outer Loop.

I hope to hear that TXDoT is moving forward with the overwhelmingly supported green option of fixing 380 on 380 when it presents its final alignment option for 380 this Spring.

Sincerely,
Jason Brown



MEETING WITH AFFECTED PROPERTY OWNERS

COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Jason Burkler

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

JASON D GREGG

ADDRESS:

CITY:

Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 11:47 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Jason Hoofnagle, [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

In addition, Red Alignment E and B would run directly in front of a proposed Prosper High School, located on Prosper Trail, east of Custer and serving both McKinney and Prosper students. It is my understanding the land has already been purchased for this school and plans are moving forward for the construction of this high school. Putting a bypass on the same road as this high school would create a tremendous safety issue for students, parents and the drivers on the bypass.

Jason Hoofnagle
[REDACTED]

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**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

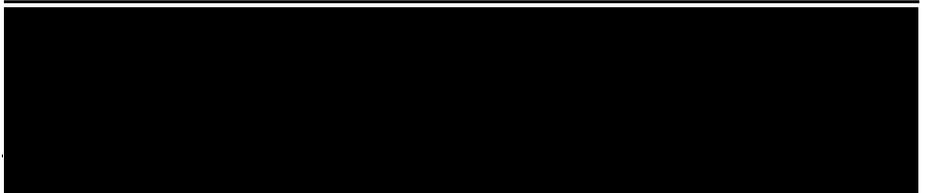
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I am JATINDER JUDGE, a resident of [redacted]

The proposed highway

will run directly behind the Grove Cove Dr which would be approx. 50 feet from my house. I have spent my hard earned money to buy this house (which is my first house) to raise my 3 little kids, which I don't feel will be safe in the living across a big highway. Property prices will take a hit, schools will be directly impacted because of proposed alignment. I would request to consider some other viable option which would not impact families (such as expand 380 on 380 itself).

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: JATINDER JUDGE

ADDRESS: [redacted]

CITY: [redacted]

Delgado, Natali

From: Jamile Ashmore [REDACTED]
Sent: Wednesday, April 3, 2019 9:24 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT ONLY the Red Option-B bypass alignment option.** It is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. It is also one of the least expensive options.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area and cause marked disruption and pose noise and pollution risk to nearby homeowners.

***OF SIGNIFICANT CONCERN** is the unscrupulous and publicly documented tactics used by certain individuals and an organization to attempt to preserve the non-profit (i.e., no tax revenue) ManeGait facility, which ostensibly has influenced TXDOT decisions. Relocating a small non-profit including horses, barns, and administrative buildings to another equally beautiful location in Collin county where the important people they serve can simply go pales in comparison to destroying Lowes, other tax generating business, and actual peoples homes (Red option E), and the negative and costly consequences of the Green alignment and Red option A as outlined above.*

Red Option-B is the only rational option not influenced by unsavory means which will improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Jay Ashmore
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

keep 380 on 380! Austin TX has a double
decker that works great. Should be less
expensive. The real issue on 380 that
need serious help is on the west side of the
tollway

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

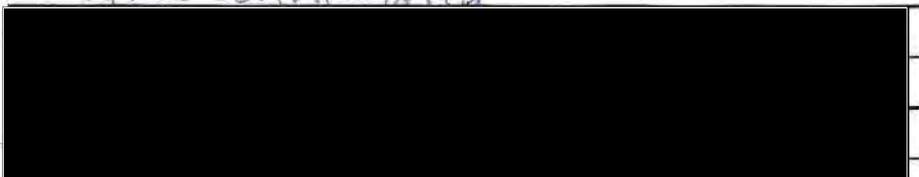
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Jayme Schmalzried

ADDRESS:



CITY:

Delgado, Natali

From: JC Diaz [REDACTED]
Sent: Thursday, April 4, 2019 3:18 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: JC Diaz, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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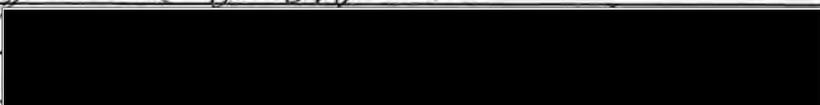
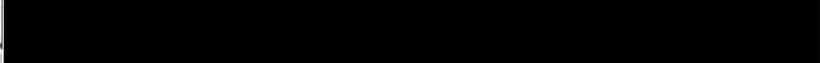
Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Jean DeWitt
ADDRESS: 
CITY: 



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Jeanette Coy

ADDRESS: 

CITY:

Delgado, Natali

From: Jeanna Miller [REDACTED]
Sent: Thursday, April 4, 2019 12:53 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have a direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.

Thank you,
Jeanna Miller
[REDACTED]

Delgado, Natali

From: Jeanne O'Neill [REDACTED]
Sent: Thursday, April 4, 2019 11:29 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Jeanne O'Neill and John Losurdo, [REDACTED]

COMMENT: "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Jeff Davids [REDACTED]
Sent: Thursday, April 4, 2019 11:44 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Jeff Davids
[REDACTED]

<https://www.trec.texas.gov/sites/default/files/pdf-forms/CN%201-2.pdf>
<https://media.ebby.com/iabs/?0516084>

"Remember, I am never too busy for referrals from you!"

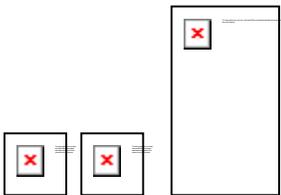
Jeff Davids

Realtor

ABR, e-PRO, SFR
[REDACTED]

Ebby Halliday REALTORS
[REDACTED]

www.jeffdavids.com



Emails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties.



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

RED ALIGNMENT OPTION B CONTINUES TO MAKE THE MOST SENSE FROM A COST AS WELL AS MINIMIZING DISPLACEMENTS STANDPOINTS. NO OPTION IS PERFECT BUT WHEN YOU REMOVE THE EMOTIONS ALIGNMENT B MAKES THE MOST SENSE. USING THE EXISTING 380 CORRIDOR WOULD BE A DISASTER AND SHOULD BE A NON-STARTER.

THANK YOU!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: JEFF GROCE
ADDRESS: [REDACTED]
CITY: [REDACTED]

Delgado, Natali

From: Jeff Halsey [REDACTED]
Sent: Thursday, April 4, 2019 1:20 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Stephen,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper.

A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

I am also an avid mountain biker, and am concerned that the red paths would ultimately degrade what little greenspace we have left at Erwin Park.

Jeff Halsey
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I moved back to TX from Colorado just over 1.5 years ago into Whitley Place. We intentionally selected our neighborhood knowing 380 would need to be expanded to keep up with the rapid growth in Collin County. We DID NOT purchase where we did thinking/knowing 380 would be completely moved from it's current location. Do you think businesses and residents purchased close to 380 knowing it would need to be expanded? Of course they did! Keep 380 on 380 and stop trying to appease the few and do what the majority has already stated they want to happen, time and again.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Jeff Kennedy

ADDRESS:

CITY:

Delgado, Natali

From: Jeff Parsons [REDACTED]
Sent: Thursday, April 4, 2019 2:09 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Jeff Parsons and my address is [REDACTED]. My daughter Quincy has ridden horses at MainGait for many years.

The effects of the therapeutic riding have been tremendous for her. She communicates better, she has more confidence, and her core muscles have gotten stronger. Quincy, along with the other riders at MG, need their equine therapy. Please strongly consider routing the 380 expansion so that it doesn't put an end to this wonderful program.

I invite you to come visit our riding session some Saturday at 4:00 to see what I'm talking about. My number is [REDACTED]. Thank you Mr. Endres.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Jeff Parsons



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

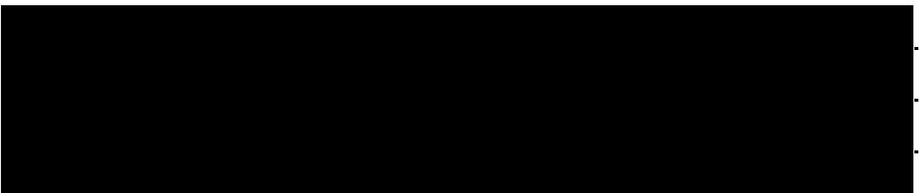
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

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**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Jeni Lipshie [REDACTED]
Sent: Friday, April 5, 2019 2:20 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Jeni Lipshie/ [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Jenna Lenhard [REDACTED]
Sent: Thursday, April 4, 2019 12:50 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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Jenna Lenhard
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: jenna lord [REDACTED]
Sent: Thursday, April 4, 2019 12:55 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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NAME/ADDRESS: Jenna Lord [REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you

Delgado, Natali

From: Jennie May [REDACTED]
Sent: Tuesday, April 9, 2019 3:21 PM
To: Stephen Endres
Subject: US 380 MAPO Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Jennie May. I reside at [REDACTED]. As a homeowner in Stonebridge Ranch and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for considering my opinion in this matter.

Sincerely,
Jennie May



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: JENNIFER + SHAFIQ HAJEE

ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Jennifer Cakir [REDACTED]
Sent: Thursday, April 4, 2019 11:39 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Jennifer Cakir
[REDACTED]

COMMENT:

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Our daughter has been a rider at Mane Gait for four years and the growth she has made is amazing. She would be devastated if she was not able to ride on Saturday afternoons.

PLEASE vote Green!

Jennifer Cakir

Smith, Chelsey

From: Jen Cheek [REDACTED]
Sent: Friday, April 12, 2019 5:22 PM
To: Stephen Endres
Subject: US 380 MAPO

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Jennifer Cheek
[REDACTED]
[REDACTED]

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: JENNIFER CLAUNCH

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I vote for Red Option A. Prosper is a small town with limited land & revenue resources. ^{Both} Red option B & Red option E damage the present & future financial stability of Prosper. Red option B takes a large amount of land preventing future business or residential development & revenue. Red option E steals a highly trafficked & profitable business corner of Custer Rd & 380. McKinir owns (3) of the intersection's corners. Prosper owns & has developed their own (1) North West corner. Loss of the Lawes, Firestone, Sherman Williams, Taco Bueno would severely inconvenience me as a Prosper resident AND would devastate the present & future financial stability of Prosper. It has the optics that McKinney is willing to sacrifice its smaller neighbour's future. Red option A - Please

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Jennifer Crawford

ADDRESS:

CITY:

Delgado, Natali

From: Jennifer Haeg [REDACTED]
Sent: Thursday, April 4, 2019 4:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Jennifer Haeg
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Jennifer Hull [REDACTED]
Sent: Thursday, April 4, 2019 1:27 PM
To: Stephen Endres

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: [REDACTED]
Whitley Place Neighborhood

COMMENT:

*I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Prosper residents shouldn't be forced to deal with McKinney's lack of planning. The horses at ManeGait aren't just large beautiful animals to look at.. they give life to many that are disadvantaged. The little girl who can't walk.. but can fly on her horse. The older woman who cannot take care of herself without aids but is 100% in control on her horse and responsible for its care. Spend one day on the property and then decide if you can sleep well at night knowing this has been taken away from so many that have sacrificed for it to be here.
Thank you.*

Sent from my iPhone

Delgado, Natali

From: Jennifer Lazar [REDACTED]
Sent: Friday, April 5, 2019 2:12 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Jennifer Lazar, [REDACTED]

COMMENT: Our son has been taking riding lessons at ManeGait since we moved here 9 years ago. The staff, services and location have meant so much to his development and growth. In order that ManeGait continues to be a beacon of light for families like ours,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,

Jennifer



MEETING COMMENT FORM

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Please keep 380 on 380. Both alignments E and B take precious Commercial Revenue opportunity away from Prosper and their residents to lower the tax burden. We have so little land along 380, since the town of Prosper planned for expansion on 380 it wouldn't be fair to reduce our ability for commercial tax revenue on the small stretch of 380 that runs through Prosper

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Jennifer Mason

ADDRESS:

CITY:

April 5, 2019

I oppose Red alignments A, B and E. I support the Green Alignment as it pertains to the city of McKinney.

The shortest way from point A to point B is a straight line. The green alignment is just that. Alignments A, B, and E route traffic up to 2 miles north of highway 380. This does not make sense considering much of the traffic is either traveling east or west from town to town with the intention of traveling southward at some point; either Highway 75, DNT or I35 – all are major thoroughfares to the larger cities – Dallas and Ft. Worth. People will not go north to go south. A good example of this is loop 288 in Denton. 380 through Denton is a nightmare yet loop 288 is a ghost town and I believe its distance from 380 is even less than the bypass you are proposing.

The word “highway” is defined by Google Dictionary as:

A main road, especially one connecting major towns or cities
Another term for “expressway”

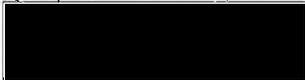
US Highway 380 in Collin County is exactly that. It directly connects county seats from Greenville to McKinney to Denton, and so on. Business owners and Developers who chose to build on Highway 380 knew they were building on a highway. Business chose such a location due to exposure to high traffic volume. Home values along Highway 380 are adjusted to account for their close proximity to a highway.

Creating a bypass to appease homeowners is not the answer. Those homeowners knew they were building off of a highway and made the educated choice to do so. Homes in the path of the proposed bypass made a conscientious and educated decision NOT to build on a highway based on the City of McKinney's public city plans and a Mayor whose campaign was against a bypass.

Your maps are outdated. There are many new neighborhoods now in the path of the proposed bypass. The city simply waited too long to address this. Anything other than fixing 380 on 380 is wrong.

Thank you,


Jennifer Patrick



Delgado, Natali

From: Jennifer Sedwick [REDACTED]
Sent: Thursday, April 4, 2019 12:24 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Jennifer Sedwick and I live at [REDACTED] My neighborhood is Heatherwood and it backs up to Bloomdale road, the sight of the proposed Red Alignment.

I attended the presentation on 3/28/19. I was able to ask questions and see the new options on alignments. Please let me first state that my support is for the GREEN option of keeping 380 in its current footprint.

As I learned on March 28, regardless of the option chosen (a, b or e) the decision to build the Red Alignment will run along Bloomdale road. The impact to my neighborhood and surrounding neighborhoods will be devastating. There are 50 homes just in my neighborhood who's backyard will be less than 50' from the proposed path.

For the specific alignment options, A, B or E, all of those have a devastating impact. The most devastating impact will be to Mane Gait Therapeutic Non profit. This non profit serves a great need in our community and statewide. There are VERY few places like Mane Gait in the entire State of Texas. Options B and E specifically would destroy their ability to perform their services and force them to shut their doors.

Additionally, a bypass option is unnecessary as it falls far below the minimal optimal spacing between highways, with some points being approximately 1 mile from the current footprint of 380. Expending funds to overhaul 380 in its current footprint is the most fiscally responsible use of funds. Bypass or no bypass, 380 will need to be fixed. Why not fix it and fix it right?

In summary, please accept this as support for the GREEN alignment of keeping 380 on 380.

Kind Regards,
Jennifer Sedwick

Smith, Chelsey

From: Jennifer Steele [REDACTED]
Sent: Thursday, April 11, 2019 9:33 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Jennifer Steele, [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

CONFIDENTIALITY NOTICE:

This communication, including attachments, is for the exclusive use of the person or entity to which it is addressed and may contain confidential, proprietary and/or privileged information. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this by mistake, please contact the sender immediately.

Delgado, Natali

From: Jenny Ahlemeyer [REDACTED]
Sent: Tuesday, April 9, 2019 5:45 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you!

Jenny Ahlemeyer
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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Please Print

FROM: JERRY AND RITA COLLUM

PLEASE FIND ATTACHED OUR COMMENTS REGARDING
380 BY PASS AS REQUESTED.

I WILL MAIL THIS AND ALSO ATTEMPT TO SEND TO YOU
BY EMAIL.

- Jerry Collum

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: JERRY AND RITA COLLUM

ADDRESS:

CITY:

COMMENTS RELEVANT TO 360 BYPASS ROUTE DETERMINATION

AS REQUESTED BY TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT)
 BY JERRY AND RITA COLLUM
 RESIDENTS OF WALNUT GROVE RESIDENTIAL COMMUNITY

Walnut Grove is a completely built out community of single family residential homes featuring an established rural family residential ambiance. Walnut Grove is a community of middle class families living the all American dream of having a place of raising their families in a healthy, wholesome and safe environmental culture. People here have for many years worked diligently together to maintain such a community culture. Until now this has been a highly successful endeavor. Now our life's effort, our dreams, are being seriously threatened by political forces reaching beyond our ability to control, or yet it seems, beyond our ability to influence.

Comments here are seeking to reach the conscience and good will of those who will ultimately make the 360 Bypass routing decisions. This is a plea that our political and governmental representatives consider the positions of those directly and substantially affected most, be held more favorable to those represented by the more powerful political forces at play here, that appear to be representing remote considerations.

Particularly, the residents of Walnut Grove will be deeply affected both financially and emotionally by uprooting their homes, their community culture, their deep rooted personal dreams, and for many, years of hard work promoting and maintaining a unique life style. Whereas, outsiders such as MainGate promoters who do not live in this community will not have their lives, their homes and their endeared dreams uprooted nor will they be affected and any way, other than possibly moving their activities to another horse pasture.

To the politicals involved: Put yourself, your family, your personal effort to build a home, a community, a wholesome and safe life for your family (as they may apply) in our position. Show us you seriously care. Truly be the peoples representative. Stand up, be counted.ik

On a personal basis, Rita and I have already been seriously impacted by the Bypass project. We have actually been trying to sell our property and home for nearly two years. As soon as potential buyers learn of the uncertainty of how the Bypass will impact property values they disappear. We have reduced the sales price by more than \$100k, based on assessments of local property sales (i.e.; prior to Bypass speculations), and buyers just walk away. The same loss of property value is surely impacting all of our neighbors. In our case, investment in this property represents a substantial amount of our retirement. I suspect this is the case for many others.

To the tax payers of Prosper: wake up, if the Bypass cuts across the corner of empty pastures within your city limits, it will bring improved property values, it will bring merchants that will be helping pay much of your taxes. And it will not be uprooting family homes and destroying wholesome communities and newly established businesses.

To the City Council of Prosper: Your argument for trying to prevent the Bypass from cutting through the corn fields and pastures in favor of uprooting family homes and newly established businesses at additional costs of hundreds of millions of tax payer dollars defies logic and is frankly embarrassing.

To Texas State Government, city and county councils and planners, and the people of all cities and communities north of and around Hwy 380: Clearly the reason we all find ourselves with this devastating highway traffic overload is that we are caught unprepared in handling the massive regional growth in this area. And unless we get mobilized behind building the proposed "North Texas Outer Loop" history will repeat. The Outer Loop project must get going now before the area is populated with homes, communities and businesses that will need to be similarly uprooted. As we all hear, north Texas is touted as one of the fastest growing region in the country. This is Boom Town country and our state and local planners have not kept up with infrastructure demands.

To Texas State Government officials and planners: This is clearly in need of leadership. Hello Governor Abbot, look north, you are badly needed here. Particularly, the cross country eighteen wheelers and ground traffic needs routes around the fast growing cities of north Texas. We must get mobilized behind this fast growing problem.

A couple of notes of recognition:

First, in reverence to the very good work of ManeGait supporters, and not to derogate your efforts; your facilities can more easily be relocated, and with little planning and cost could be significantly improved. The affected property will be paid for by 'purchase of right of way'. To restate the previously presented fact, 'you don't live here', your homes and families will not be affected, no matter what is decided. On balance with the impact to families resident in Walnut Grove, there is no comparison. Have a heart. Be fair. Back down with your objections.

Second, to the efforts of TxDOT engineers, planners and others who have developed the comprehensive 'Impact study': We commend your effort and good work comparing the hit on families and businesses and tax payers for the various proposed bypass routes.

Each of us have our own biases and desires which present numerous difficulties, but the impact study puts clarity, fairness and logic in the decision making process. On examination it clearly reveals that the proposed Route B will by far have the least impact on all. The logic presented by the study is clear and overwhelmingly compelling.

So, if logic prevails in the final route selection, Route B will be selected; otherwise, the selection will be based on purely political overbearing; and we all know how unjust that becomes.

Therefore, among the proposed Routes A, B or E, our vote is for Route B.

More credibly, some serious consideration is hereby proposed to route the 380 Bypass north of and parallel to Hwy 380 through unpopulated pastures and corn fields, with multiple inter-connections, all the way to Hwy 35 north of Denton.

COMMENTS RELEVANT TO 360 BYPASS ROUTE DETERMINATION

**AS REQUESTED BY TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT)
BY JERRY AND RITA COLLUM,
RESIDENTANTS OF WALNUT GROVE RESIDENTIAL COMMUNITY**

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To the politicals involved: Put yourself, your family, your personal effort to build a home, a community, a wholesome and safe life for your family (as they may apply) in our position. Show us you seriously care. Truly be the peoples representative. Stand up, be counted for the people.

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To the tax payers of Prosper: Wake up, if the Bypass cuts across the corner of empty pastures within your city limits, it will bring improved property values, it will bring merchants that will be helping pay much of your taxes. And it will not be uprooting family homes and destroying wholesome communities and newly established businesses.

To the City Council of Prosper: Your argument for trying to prevent the ByPass from cutting through some corn fields and pastures in favor of uprooting family homes and newly established businesses costing hundreds of millions of tax payer dollars; defies logic and is frankly embarrassing.

To Texas State Government, city and county councils and planners, and the people of all cities and communities north of and around Hwy 380: Clearly the reason we all find ourselves with this devastating highway traffic overload is that we are caught unprepared in handling the massive regional growth in this area. And unless we get mobilized behind building the proposed "North Texas Outer Loop" history will repeat. The Outer Loop project must get going now before the area is populated with homes, communities and businesses that will need to be similarly uprooted. As we all hear, north Texas is touted as one of the fastest growing region in the country. This is Boom Town country and our state and local planners have not kept up with infrastructure demands.

To Texas State Government officials and planners: This is clearly in need of leadership. Hello Governor Abbott, look north, you are badly needed here. Particularly, the cross country eighteen wheelers and ground traffic needs routes around the fast growing cities of north central Texas. We must get mobilized behind this fast growing problem.

A couple of notes of recognition:

First, in reverence to the very good work of ManeGait supporters, and not to derogate your efforts; your facilities can more easily be relocated, and with little planning and cost could be significantly improved. The affected property will be paid for by 'purchase of right of way'. To restate the previously presented fact, 'you don't live here', your homes and families will not be affected, no matter what is decided. On balance with the impact to families resident in Walnut Grove, there is no comparison. Have a heart. Be fair. Back down with your objections.

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Each of us have our own biases and desires which present numerous difficulties, but the impact study puts clarity, fairness and logic in the decision making process. On examination it clearly reveals that the proposed Route B will by far have the least impact on all. The logic presented by the study is clear and overwhelmingly compelling.

So, if logic prevails in the final route selection, Route B will be selected; otherwise, the selection will be based on purely political overberance; and we all know how unjust that becomes.

Therefore, among the proposed Routes A, B or E, our vote is for Route B.

More credibly, in view of the rapid growth coming to the whole of north central Texas, some serious consideration is proposed to route the 380 Bypass north of and parallel to Hwy 380 through unpopulated pastures and corn fields, with multiple inter-connections, as needed, all the way to Hwy 35 north of Denton.



MEETING COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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I AM opposed to this Proposed Project! The Roads
Passing through Walnut Grove will ELIMINATE Retirement
Homes!
"Widen 380"

You CANNOT Make someone go FROM Point A to Point B
I have lived IN Walnut Grove 34 yrs - Some
Longer than Me.

? IF the wish is to lighten TRAFFIC on 380 - Why Costco?
? Kroger, the Movie AND LOTS of other New Businesses?

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NAME: JERRY D. BROWN

ADDRESS: [Redacted]

CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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Please Print

Red option B is the most viable & less

expensive.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

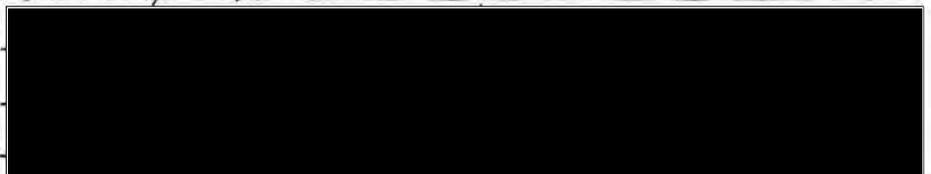
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NAME: SERRY HARRIS

ADDRESS:

CITY:





MEETING COMMENT FORM

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Please Print

380 on 380

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Justin R. Long

ADDRESS:

[Redacted Address]

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:



Received SRCA

APR 02 2019

**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 5, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: **Jerry Walth**

ADDRESS: [Redacted]
CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Jerry Williamson [REDACTED]
Sent: Thursday, April 4, 2019 2:01 PM
To: Stephen Endres
Subject: US380 MAPO

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Jerry Williamson
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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- I do business with TxDOT
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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Jessica Branch [REDACTED]
Sent: Wednesday, April 3, 2019 1:18 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Jessica Branch
Business Analyst
Denbury Resources
[REDACTED]



This confidential email is intended solely for the use of the intended recipient. Unless expressly stated otherwise in a written communication other than in electronic form, no e-mail communication shall satisfy the requirements for writing or constitute a contract or electronic signature.

Delgado, Natali

From: Jessica Corfman Marshall [REDACTED]
Sent: Thursday, April 4, 2019 11:51 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jessica Marshall
[REDACTED]

Mr. Endres,

*I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

I encourage you to take a little bit of time out of your day to visit MainGait to understand its benefit and beauty, and why this equestrian therapy center should be maintained.

MainGait's address
[REDACTED]

*Sincerely,
Jessica Marshall*



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

YES TO EITHER / Red B works

Red E IS VERY NICE + MIGHT PLEASE MANY
Also Red E utilizes custer which needs
to be widened. It's so narrow + dangerous in its
current state! I tell my kids to stay off it.
I like Red E the best.

No to RED A
380 WIDEN

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: JILL KOPINSKI

ADDRESS: [Redacted]
CITY: [Redacted]

Fix 380
on 380



NO Bypass
Through Prosper
NO Bypass through
Walnut
grove

MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Fix 380 on 380. The earlier taxpayer feasibility studies confirmed that a 380 LAR is what is best for businesses, and Frisco, Prosper, and McKinney have all had 380 in its current footprint in all planning. As a Prosper resident, I stand with the Town of Prosper Council and Prosper ISD against any route going through Prosper. I am opposed to any route that impacts the Walnut Grove neighborhood. McKinney is roughly ~63 sq mi in land area - Prosper is roughly ~23 sq mi in land area - McKinney is 3 times the land area size than prosper and ~~needs~~ should not be passing on their lack of planning to the town of prosper.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Fix 380 on 380-

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 16, 2014, and executed by FHWA and TxDOT.

NAME:

Jill Nugent

ADDRESS:

CITY:

Delgado, Natali

From: Jill Thompson [REDACTED]
Sent: Thursday, April 4, 2019 4:38 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1. *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

Thank you

Jill Thompson
[REDACTED]
[REDACTED]

Jilly Bean Photography
207 E Virginia #201
McKinney TX 75069

Voted BEST PHOTOGRAPHER 2011-2018

[REDACTED]
www.jillybeanphotography.com

Delgado, Natali

From: Jill Workman [REDACTED]
Sent: Friday, April 5, 2019 5:44 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Jill Workman and I live at [REDACTED]

I am writing you in hopes of expressing my support in the GREEN ALIGNMENT for the HWY 380 Expansion. For a number of reasons, the GREEN ALIGNMENT is the most optimal proposal for this highway running through the beautiful cities of McKinney and Prosper. We do not need another new and major highway/bypass leaving it's mark on these beautiful communities. As a homeowner in Heatherwood living community, I support the GREEN ALIGNMENT as I do not want to see a major highway just hundreds of feet from where my children play each and every day. The GREEN ALIGNMENT also preserves one of Collin County's most notable nonprofit organizations, ManeGait Therapeutic Horsemanship. This incredible facility provides community services to the people - men, women and children - in not only McKinney and Prosper, but the entire surrounding area. We need ManeGait to keep its doors open for the good for this amazing community.

Thank you for your time and attention as I continue to support the GREEN ALIGNMENT.

Regards,
Jill Workman

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Pat Norton [REDACTED]
Sent: Monday, April 8, 2019 4:04 PM
To: Stephen Endres
Subject: US 380 Comments
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119 A.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see our comments in the attachment above. We are in favor of Red Option B or Red Option E. We oppose widening 380 and a bypass that would bring an interchange between Stonebridge and Ridge Road as these are residential areas.

Thank you,
Jim and Pat Norton



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses---

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME: Jim Cruse

Jim Cruse

ADDRESS:

CITY:



Delgado, Natali

From: jim fossier [REDACTED]
Sent: Thursday, April 4, 2019 11:34 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: James Fossier

[REDACTED]

COMMENT: "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Delgado, Natali

From: Jim Kiser [REDACTED]
Sent: Thursday, April 4, 2019 1:49 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Jim Kiser and I live at [REDACTED]

I support the Green alignment for the expansion of US Route 380. It is the optimal and most efficient path for east-west traffic through the cities of Princeton, McKinney and Prosper. In that regard, I am not in favor of either Green spur A or B as a connector of 121 with 380. Instead, I would favor using the existing routing onto 75 and then providing an improved connector between 75 and 380 to provide this connection.

West of 75, I continue to favor the Green alignment. The Red Loop Alignment would scar the beauty of our community and threaten the ability of ManeGait Therapeutic Horsemanship, a prominent Collin County non profit organization, from providing their vital community services.

Jim Kiser

Delgado, Natali

From: Jim Kohl [REDACTED]
Sent: Thursday, April 4, 2019 2:16 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

James J Kohl
[REDACTED]

1. *support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*
2. *Leave private property alone and do not move off of the 380 corridor. Double deck that road and move on down the road. Please do not consider ANY bypass!*

COMMENT:

Jim Kohl
Working at Retired
[REDACTED]

Smith, Chelsey

From: Jim Sheppard [REDACTED]
Sent: Monday, April 15, 2019 12:03 PM
To: Stephen Endres
Subject: US 380 Mapo 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the green alignment between Coit Road and Fm 1827 for the expansion of US HWY 380. It is optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. Green alignment also preserves one of Collin County's most prominent non-profit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait leading to destruction of this exceptional property and displacement of their vital community services.

Jim Sheppard
[REDACTED]
[REDACTED]

Sent from my iPad



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

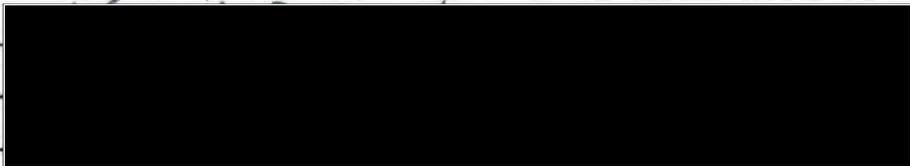
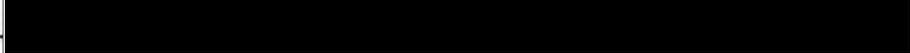
Please Print

Best option B seems to be the most logical choice with minimal impact upon Residential & Commercial -
Decisions should be made that would best benefit the community @ large and not 1 vocal group over the other.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Jim Smith
ADDRESS: 
CITY: 



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Carla Walker [REDACTED]
Sent: Friday, April 12, 2019 8:48 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I know that you have been inundated with calls, emails and letters regarding US 380 improvement which should show you how important your (and TXDOT) decisions impact the citizens of Collin County. Whatever happens could majorly impact the lives and livelihoods of many people. With that in mind, I would like to go on record that we support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. A 380 alignment along its current route is the most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and will NOT alleviate the traffic on 380 in McKinney. **There is already a Collin County Loop in the works no more than 5 miles north of the proposed 380 bypass.**

GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your time and consideration.

Jimmy & Carla Walker
[REDACTED]
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

This only acceptable option to/for ~~the~~^{US} is Red Option A. This is the only option that honors the City of Prosper's position NOT to allow the Hwy 380 by-pass to go through any portion of the City of Prosper. It appears to me Red option A will have the least impact to the businesses and residents on and ~~near~~ along Center north of Hwy 360. This by-pass will negatively stunt the commercial & residential development of this area. In addition any other option than option Red A will lower ~~the~~ property values on & along Center Ave north of Hwy 380. My opinion now and in the future is keep Hwy 380 on Hwy 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Jimmy & Carla Walker

ADDRESS:

CITY:

Delgado, Natali

From: estes222 [REDACTED]
Sent: Monday, April 1, 2019 6:57 PM
To: Stephen Endres
Subject: US 380 Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have lived in Stonebridge Ranch in McKinney for nearly 20 years. I believe that reworking of US 380 needs to be done via the Green Option. I do not believe in choosing neighborhoods. People who purchased homes near 380 should have recognized the potential for expansion. Again improvements to US 380 need to be aligned with the current highway.

Jimmy Estes

Sent from [Mail](#) for Windows 10

Delgado, Natali

From: Jimmy Le [REDACTED]
Sent: Monday, April 8, 2019 9:33 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I am a homeowner in McKinney and I strongly SUPPORT Red Option B as well as Red Option E. These options cause the least disruption and destruction of current homes and businesses as well as have the least cost of all the options. Especially compared to the green OR Red Option A. We as a community should be using a solution that has the least negative impact on all parties located our city.

Thank you for your time.

Jimmy Le
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



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COMMENT FORM**

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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Joanie Norwood

ADDRESS:

CITY:

Delgado, Natali

From: Joanna Shirley [REDACTED]
Sent: Friday, April 5, 2019 8:04 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I, Joanna Shirley, [REDACTED], support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Joanna Shirley
[REDACTED]

Smith, Chelsey

From: Brad & Joanne [REDACTED]
Sent: Wednesday, April 10, 2019 7:50 PM
To: Stephen Endres
Subject: Re: 380 timeline

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I understand that areas on 380 will need to be reconstructed no matter the recommended alignment. There are intersections and definitely areas that need to be addressed sooner rather than later.? What I am thoroughly confused about is why one non-profit, Main Gait, is garnering so much attention when there are 3 more non-profits along 380 which are slated to be destroyed by its widening to a LAR yet no one is talking about them or adding bypass options to save them. While Main Gait provides an important service so does Life Path which is the only mental health facility in Collin County. Inn Style supports the Samaritan Inn serving poor families in need of housing and financial support. Cornerstone Ranch provides housing for adults with special needs and is one of the only facilities that administers to this group. All of these businesses are just as import as Main Gait yet they don?t have the voice of a multimillionaire backing them. Spending the time and resources on an alternate route (Red Option E) has proven to be futile as it not only destroys 12 businesses (Lowe's, L'arte nails, a supplement business, Dickey's, Firestone, Starbucks, Popeyes, UPS, Sherwin Williams, Burger King, Taco Bueno and Team Mobile) to save Main Gait but in Bill Darling's own words it is the worst possible option for his business as it surrounds it by thoroughfares. Mr. Darling states in a letter to Main Gait supporters that having a thoroughfare or a thoroughfare and a bypass through and near his property "compromises the SAFETY of our riders, horses, volunteers and staff and they will be unable to provide therapy services in this location and would be forced to relocate".? This statement from Main Gait's owner indicates that once Custer is widened into the arterial road or thoroughfare as? it is slated to be in the near future it will run right through this property in too close of proximity for them to conduct therapy services in a safe environment. My question is then why are we bothering to focus our attention on a business that will ultimately move once Custer is widened anyway? Mr. Darling clearly has the means to move his business to a more suitable and safe location while the other non-profits do not.? My hope is that this wealthy millionaire's use of sympathy for those that utilize this business and his millions of dollars will not lessen the importance of the services that the other 3 non-profits provide Collin County and they? as well as the other businesses along 380 will be given just as much attention and consideration as Main Gait has been awarded.?

Another point of confusion is how wide Red Option A will be as its location is right next to Ridge which will already be a 6 lane arterial (making 12 lanes of roadways in that area) and also why is it being considered given it poses the greatest environmental impact on the city. It will ultimate destroy my neighborhood of Tucker Hill as this option will surround it by an arterial to the west (Stonebridge) as well as a LAR to the south and east completely isolating it from the rest of the city and destroying our "front porch" living neighborhood due to the noise and pollution that being surrounded on 3 sides by large roadways is sure to bring.? No other neighborhood will have to sustain this much of an impact in any of the other options. This option will also impact Stonebridge Ranch and Auburn Hills as well as it will force thousands of cars to travel into these and surrounding neighborhoods when 380 gets too crowded which poses a significant safety threat. This option will also take away the easy access that those west of Baylor Hospital currently have and could potentially cut us off from those services in the event of an emergency along 380.? At the very least it will? impact thousands of citizens west of the hospital who benefit from quick access by emergency response vehicles that the current road provides unlike an LAR with limited access which? poses a huge impact to timely response times. This limited access can literally mean the difference between life and death.

As I have stated before Red Option B is still the most viable option as it keeps the traffic flowing, communities safe, it keeps our businesses which provide a much needed tax break and as well as thousands of jobs. ? It also provides the town of Prosper an opportunity to expand their business corridor along their southeastern border (not destroy it as it is slated when 380 is widened) while providing Collin County with another road choice besides 380 to travel on when it is congested and also in case of an emergency shut down as well.? The growth is slated for the north and that is where the bypass needs to be in anticipation of this growth and is the best possible choice for the county.? You have the opportunity to do what no one else has up to this point and that is to plan for the growth before it happens and not just react to it once it is here. Forcing the northern growth onto one already too heavily traveled road south of them makes no sense as it will not be able to handle the 2 million people that are projected to move in along with additional business traffic.? Splitting that traffic growth between two roads closer to where it is projected makes the most sense and will benefit the flow of traffic of all roads in the future. Instead of being like the short-sighted road planners of the past only seeing what is immediately in front of them and hoping that one road will handle all of the traffic we can plan for this growth and be ahead of it. As I mentioned in an earlier email I grew up in California where big business and shortsightedness dictated road placement and that lack of planning ended up in continued constant traffic while forcing the use of toll roads. The same can be said for McKinney if anything but Red Option B is chosen.

Please let all of us be heard not just the wealthy businessmen as we all travel on this road and very much want it to be a smooth, uncongested ride not one filled with the overwhelming burden of not just McKinney's but the entire east-west counties traffic as it is currently.

Thank you for your continued consideration of Red Option B.

Joanne Thompson

?

On 3/25/2019 2:13 PM, Stephen Endres wrote:

You might be correct. It might be faster to build on new location. ?However, we will be reconstructing on existing US380 at some locations no matter the recommended alignment ?

Get [Outlook for iOS](#)

?

From: Brad & Joanne [REDACTED]
Sent: Thursday, March 21, 2019 4:13 PM
To: Stephen Endres
Subject: Re: 380 timeline

?

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am confused as to how the build timeline can be the same for a new location build with almost nothing in the construction path and one that has 200+ business and other properties in the path that will have to be destroyed and then cleared before construction can begin. While I understand that either project comes with the unknown of what you will find when you are building and clearing the land for the road to be built but it seems to me that the one with tear downs will have that extra aspect which will certainly take more time that one without having to deal with tearing down of existing businesses and buildings.

Joanne

On 3/21/2019 1:15 PM, Stephen Endres wrote:

> No, it is the same timeline. Different things could affect the timelines of each alignment. Sometimes new locations can be constructed faster because there is not as much traffic control.

>

> Stephen

>

> -----Original Message-----

> From: Brad & Joanne [REDACTED]

> Sent: Thursday, March 21, 2019 7:41 AM

> To: Stephen Endres

> Subject: 380 timeline

>

> This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>

> Mr. Endres,

>

> I read this morning that the timeline for 380 construction will start in

> about 6-10 years and could take as long as 20 years to complete. Is

> there any difference in the timeline for the Green route where there are

> tear downs before construction can begin and the Red B route where it is

> mostly through open land?

>

> Thank you for the information.

>

> Joanne Thompson

>

>

> [A Texas Department of Transportation (TxDOT) message] <<https://www.txdot.gov/inside-txdot/media-center/featured.html>>

?





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Please Print

I prefer Red Option B.
LOWEST PROJECTED COST.
KEEPS NEW LOWE'S INTACT.

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Joe Cross
ADDRESS: [REDACTED]
CITY: [REDACTED]

Delgado, Natali

From: Joe Sadowy [REDACTED]
Sent: Tuesday, April 2, 2019 10:21 AM
To: Stephen Endres; Joe Sadowy
Subject: "US 380 MAPO (Prosper) Comment Card"

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen-

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.

These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380.

They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your support

Joseph Sadowy
[REDACTED]



MEETING COMMENT FORM

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Green

380

No Red

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Joe Sondereser
ADDRESS: 
CITY: 



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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I do NOT want to see options B or C
pursued - these routes MAKE ZERO sense to me -
the impact to the prep is too significant!!
The reasonable option is to keep 380 on
380!!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

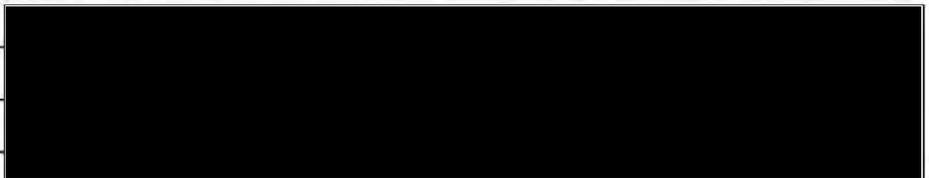
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NAME:

Joe Totten

ADDRESS:

CITY:





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
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Please Print

option I: widen hwy 380.

*Note: Please see attached Recommendations!

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NAME: Joe W. & Karen Chesney
ADDRESS: [REDACTED]
CITY: [REDACTED]

Delgado, Natali

From: Joe Whitfill [REDACTED]
Sent: Friday, April 5, 2019 2:03 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Joe Whitfill [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. ManeGait provides exceptional services for those affected by disability in our community, and also to our wounded veterans who have given their service to our country.

Thank you for voting to keep the GREEN alignment.

r/Joe Whitfill

Delgado, Natali

From: Kris Cousins [REDACTED]
Sent: Thursday, April 4, 2019 7:47 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kris and John CousinsNAME/ADDRESS:

COMMENT:we support the green solution for the highway. Please give it consideration!

Thank you,

John and Kris Cousins

[REDACTED]

Sent from my iPad



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:

Delgado, Natali

From: John Brim [REDACTED]
Sent: Thursday, April 4, 2019 12:07 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

John & Pam Brim
[REDACTED]

Dear Mr. Endres,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

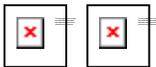
Thank you and please do not hesitate to contact me should you require any add'l feedback.

Regards,

John D. Brim, CFA
Chief Investment Officer
Smith Group Asset Management
100 Crescent Court | Suite 1150 | Dallas, TX 75201
[REDACTED]

www.smithasset.com

Finding unexpected growth for over 20 years



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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: John Gamble

ADDRESS:

CITY:

Delgado, Natali

From: John Grant [REDACTED]
Sent: Monday, April 8, 2019 4:50 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

John Grant
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

To Whom it May Concern,

In light of the finalization of solving the traffic on 380, the best remedy is still to fix the highway at its source. A by-pass option will not solve traffic patterns on 380. Therefore, for both short and long term viability, it is necessary to widen 380 in a creative + cost-effective manner to improve mobility in the 380 corridor both now and in the future.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

John Hurlbut

ADDRESS:

CITY:



Delgado, Natali

From: John Jeffries (APEX SYSTEMS INC) [REDACTED]
Sent: Thursday, April 4, 2019 12:06 PM
To: 'Stephen.Endres@txdot.gov'
Subject: US 380 MAPO 3/28/19 Comment Card

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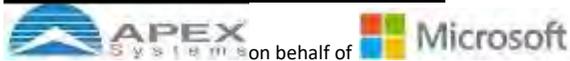
Good morning Mr. Endres,

I am writing to you regarding the US 380 Expansion.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

John Jeffries

Services Account Manager – Apex Systems
Advanced Support for Partners
[REDACTED]



PLEASE NOTE: If you are contacting me outside of my regular weekday CST hours of 8 a.m. to 5 p.m. and are unable to receive a timely response, please use the following resources:

- To escalate an **ASfP Cloud support** incident on O365, Azure, or Dynamics 365, please send request (including ticket number) to asfpsam@microsoft.com.
- For **MPN questions**, please call (800) 676-7658.
- To escalate an existing **Dynamics** support incident, please send request (including ticket number) to dynsolve@microsoft.com or call (888) 477-7877.
- For **non-technical Dynamics business issues**, please contact operations by submitting a Service Request or using the Operations Chat at <https://mbs2.microsoft.com/PartnerSourceApp/ChatNow.aspx>.



MEETING WITH AFFECTED PROPERTY OWNERS
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Lorene Rogers Middle School

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: JOHN MACDONALD
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING COMMENT FORM
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NO Bypass
Widen 380

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NAME: John Mercer
ADDRESS: [Redacted]
CITY: [Redacted]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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John Moore

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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I do business with TxDOT

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NAME: *John Moore*

ADDRESS: [REDACTED]

CITY: [REDACTED]

Delgado, Natali

From: John Nugent [REDACTED]
Sent: Thursday, April 4, 2019 2:53 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Comment: I support the **GREEN alignment** between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. The **GREEN alignment** also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both the Red Alignment E and B, would have a direct negative impact on ManeGait and the surrounding properties, leading to destruction of this exceptional property and displacement of MainGait's vital community services. I would like to note that there are also studies that indicate when one develops the confluence of 3 major arteries at a near single point, accidents increase dramatically. Presently it is taking me 10 minutes or more to exit our Walnut Grove neighborhood onto Custer RD during rush hour. And it is getting worse every day. Moreover, our Walnut Grove neighborhood has no curbs or sidewalks. Hence, many community members walk in the street, often with their children. Bringing more traffic to our area with the Red options will only increase danger by encouraging more traffic to cut through our neighborhood - something it was not designed for. Thank you for your consideration, John Nugent

Dr. John H. Nugent, LLM, CPA, CFE, CISM, FCPA
[REDACTED]
[REDACTED]
[REDACTED]



MEETING COMMENT FORM

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Please Print

This bypass proposal along Custer is a
travesty. First, Custer rd is already overburdened.
Placing this by-pass along Custer north of 380
will only exacerbate this growing traffic problem,
AND will create a traffic jam at 380
& Custer. Moreover, this by-pass along Custer will
draw traffic into the Walnut Grove neighborhood
which has no sidewalks or curbs. Many children
play on these neighborhood country roads. So your
proposal will also endanger many children.
But more south bound traffic merging
onto Custer will be a travesty
Keep 380 on 380

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: John Nugent

ADDRESS: [Redacted]
CITY: [Redacted]

TxDot

April 5, 2019

Attn: Mr. Stephen Endres P.E.

This is somewhat of a rebuttal to the attached protest / blanket letter. Everyone has an opinion; however they should at least put their name on it when asking neighbors to support their position.

This attached protest misses a few points.

- All of the property south and east of McKinney Airport is planned Manufacturing or commercial all the way to East Fork of the Trinity and south from FM 546 to Old Mill Road or Wilson Creek
- The purpose of the east loop, is to get traffic thru McKinney, around McKinney, not too McKinney
- The Airport has to have access to the East side ,If McKinney doe's not continue to develop the airport FAA will ask for a refund of the millions of dollars in grant money.
- I question the argument about property values , currently the indecision has put a serious burden on land owners that are considering selling because no one knows what is to happen , but once the decision is made values should increase regardless of zoning.
- The proposed connection to Airport Blvd. on the south end is currently being closed off due to building development
- There are few actual residences that would be further impacted from Hwy 5 east if the design is done correctly. In fact from Country Lane east and south then north much of the property is absentee land lords , of course the distance from the new road would have an impact on noise and traffic in the neighborhood
- I'm sorry but choosing to live in a County that is one of the fastest growing areas in the nation is going to get crowded if you are going to grow you have to have water, electricity, roads .My family did not ask for this much growth we have been here since 1928. So yes we have had to endure a lot of changes I have no objections to contributing to the success of the County but it has to be even handed. All government agencies have to be honest with the folks. Those that benefit have to compensate those that are giving up their way of life
- Those concerned about the collateral effect of growth should petition their local governments to stop issuing building permits.

Thank you


John Powell sr





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Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

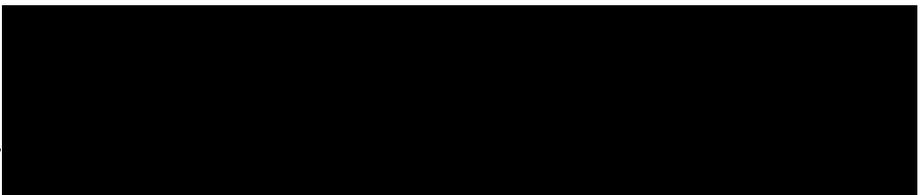
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



Delgado, Natali

From: John Thielmier [REDACTED]
Sent: Friday, April 5, 2019 3:04 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Stephen,

My name is John Thielmier and I reside at [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,

John Thielmier
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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NAME: John TOMCALA

ADDRESS:

CITY:



Delgado, Natali

From: John Wilhite [REDACTED]
Sent: Monday, April 8, 2019 8:40 AM
To: Stephen Endres
Subject: US 380 MAPO%2%03/28/19%2%0Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Paila and John Wilhite NAME/ADDRESS: COMMENT: Please select the GREEN Alignment choice for the HW 380 expansion which will preserve the wonderful Mane Gait facility which helps so many challenged children.

[Sent from Yahoo Mail on Android](#)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
 CSJ#: 0135-11-022, 0135-02-065, 0135-03-048, 0135-04-032, 0135-06-026
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NAME: John Wolfe
 ADDRESS: [Redacted]
 CITY: [Redacted]

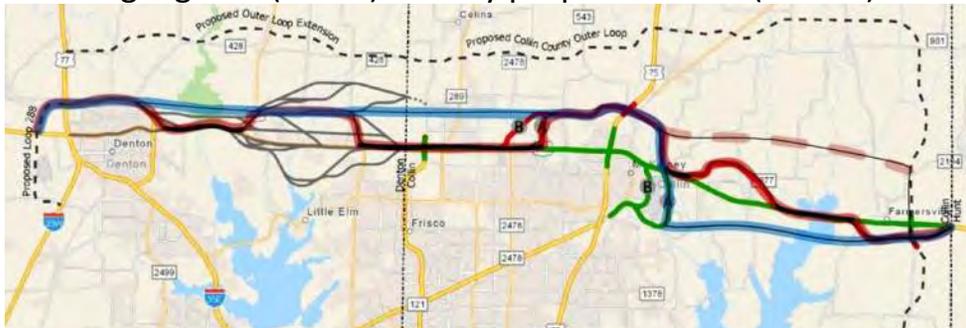
US380 – Denton and Collin County

Overview

The image below was taken from the TXDOT presentations on the possible realignments for US380 through Denton and Collin Counties. In Denton County, the multiple possibilities shown represent the early stages of the project. In Collin County, the routes still being considered are shown.



The image below is the same image with the shortest TXDOT route highlighted (in red) and my proposed route (in blue).

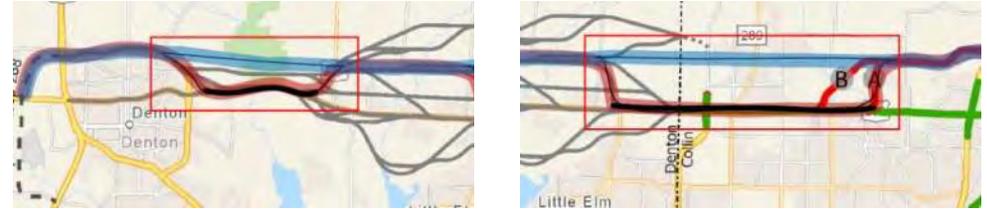


Routes Compared

The primary difference between the 2 routes is that the TXDOT route returns to use portions of the existing US380 in 4 places while my proposal uses a (mostly) new route.

In order to convert existing US-380 to a Limited Access Roadway, the entire roadbed would need to be removed and replaced, at a much higher cost and longer schedule.

The image below left shows the differences through Denton. The TXDOT route is 1.26 miles longer than my proposal (8.68 miles), and uses 5.32 miles of existing US-380.



The image above right shows the differences across the county lines. The TXDOT route is 3.03 miles longer than my proposal (14.35 miles), and uses 12.41 miles of existing US-380.

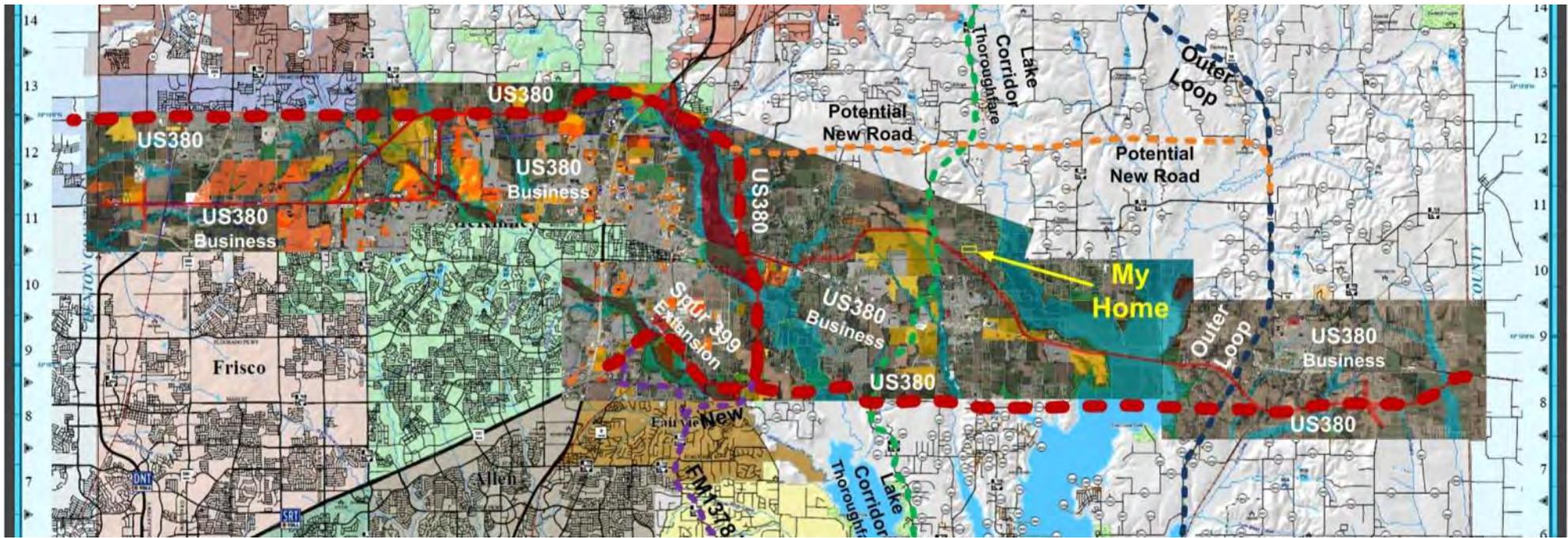
The image below shows the differences in eastern Collin County. The DOT route is 1.7 miles shorter than my proposal (24 miles), and uses 7.34 miles of existing US-380.



An alternate route (shown in dashed pink) is 25 miles long, but only uses 17.5 miles of new roadway.

Returning to the image with the shortest TXDOT route highlighted (in red) and my proposed route (in blue), my proposed route is 71 miles long while the TXDOT route is 2.6 miles longer and uses 25 miles of existing US-380.





The Differences Between the Routes in Collin County

The TXDOT route does use 25 miles of existing US350 Right of Way, whereas my proposal uses very little existing Right of Way. However, the TXDOT route still requires 68% as much new Right of Way purchase (48.6 vs. 71 miles) as my proposal. And, as noted earlier, in order to make the existing sections of US380 that are planned to be reused into a Limited Access Roadway, those entire sections would need to be completely torn out to be upgraded.

During construction of the TXDOT route, along the existing sections of US380 that are planned to be reused, as well as the connection points to the new sections on the ends of those existing sections, traffic along US380 would be significantly disrupted. My proposal would not effectively impact any existing traffic during construction. The TXDOT route has 8 connection points with the existing traffic flow where slowdowns will occur anyway after completion. The existing sections to be reused have the longest traffic tie ups currently.

Traffic Flow Projections

Traffic originating in a section of existing US380 that is bypassed and/or traffic terminating in those sections will be required to merge and exit from the traffic flow of the new roadway, adding to the congestion there. There are no effective alternate routes for them in the TXDOT route.

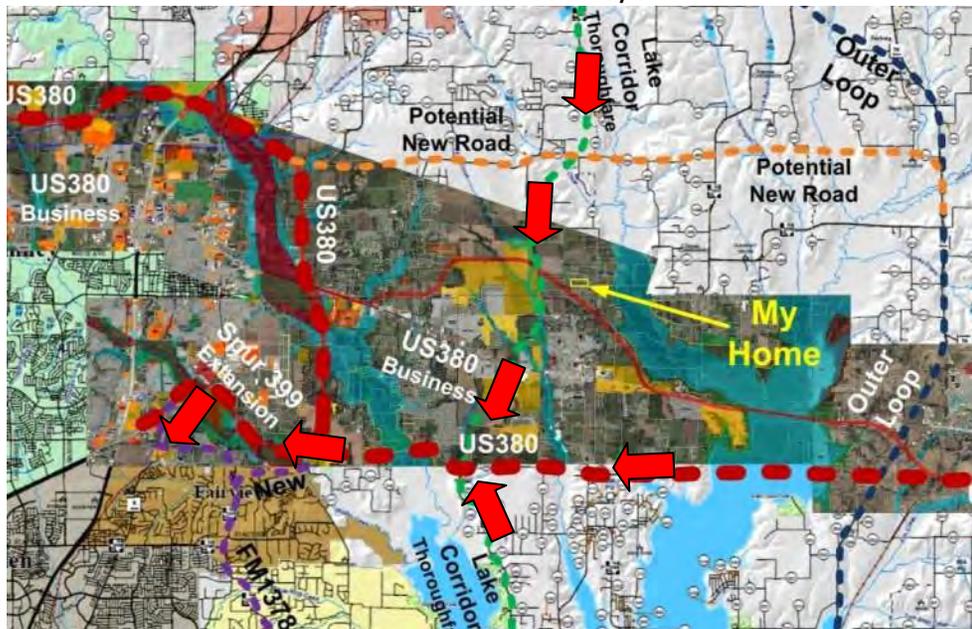


Grade Separated Intersections (shown above) will improve traffic flow some, but the traffic entering or exiting the stream in those locations will still cause tie ups. The tie ups will be furthered by traffic entering or exiting the businesses along the exiting US380. Unless these sections are upgraded to a Limited Access Roadway (at additional cost and traffic disruptions as noted), the traffic flow improvements proposed will not be realized.

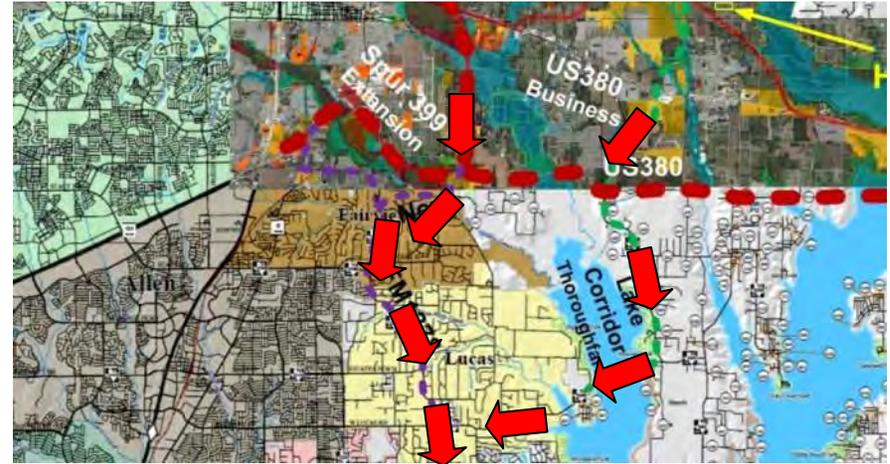
Additionally, the entry and exit lanes will require removal of all businesses currently on all 4 corners of the intersection.

In my proposal, existing US380 becomes US380 Business and would carry traffic that wants to flow less than 5-10 miles, while the new route would carry traffic that wants to flow more than 5-10 miles.

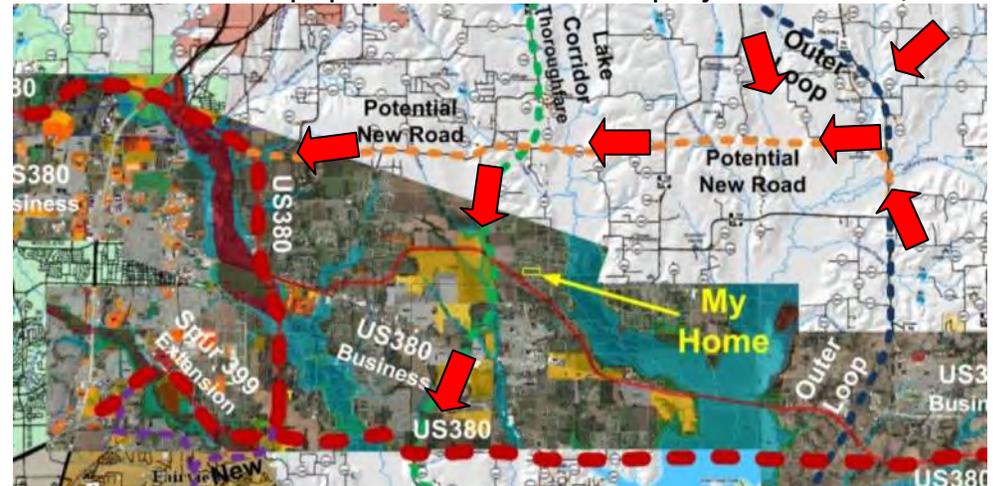
Besides carrying the US380 through traffic, my proposed new section of US380 in eastern Collin County (south of US380 Business), along with the Spur 399 Extension, and the Lake Corridor Thoroughfare, provides a good route for all of the traffic in the Lake Corridor to reach US75/SH121.



With the proposed improvements to FM1378, a new, short, section of roadway could connect from the corner where FM1378 turns southerly, east of the Heard Museum, to the new US380/Spur 399 Extension interchange, allowing N-S flow. Additional traffic along the Lake Corridor Thoroughfare ties into FM1378 in Parker.

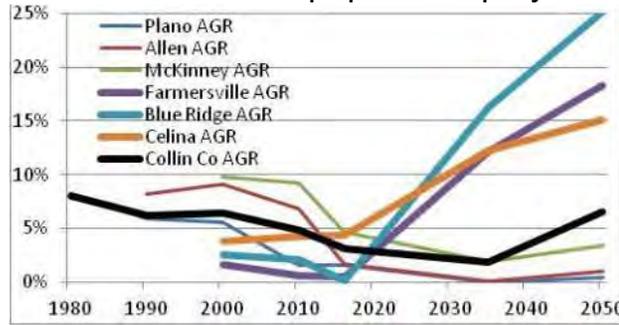


My potential new road in eastern Collin County (north of US380 Business) would serve the residents of Blue Ridge and Farmersville if the population increases as projected to 750,000.



The Analysis Starts with Population Projections

The need for roadways is based on population projections. Original projections of Collin County were 2.1M; then 2.5M; then 3.44M; and now 3.8+M. The chart below shows the required Annual Growth Rate experienced in the past and that required in the future based on population projections.



Note that Plano, McKinney, and Allen have never exceeded a 10% AGR, while Farmersville, Blue Ridge, and Celina must not only exceed 10% AGR for over 25 years, but must reach 25% AGR. Using a more realistic AGR, the Collin County population would remain below 2.2M until well after 2050.

The chart below left came from a Freese and Nichols presentation representing a population of 3.44M. The chart below right came from the most recent TXDOT presentation representing a population of 3.8+M.



Figure 21. Collin County Population (2.6M Estimated Subtotal)

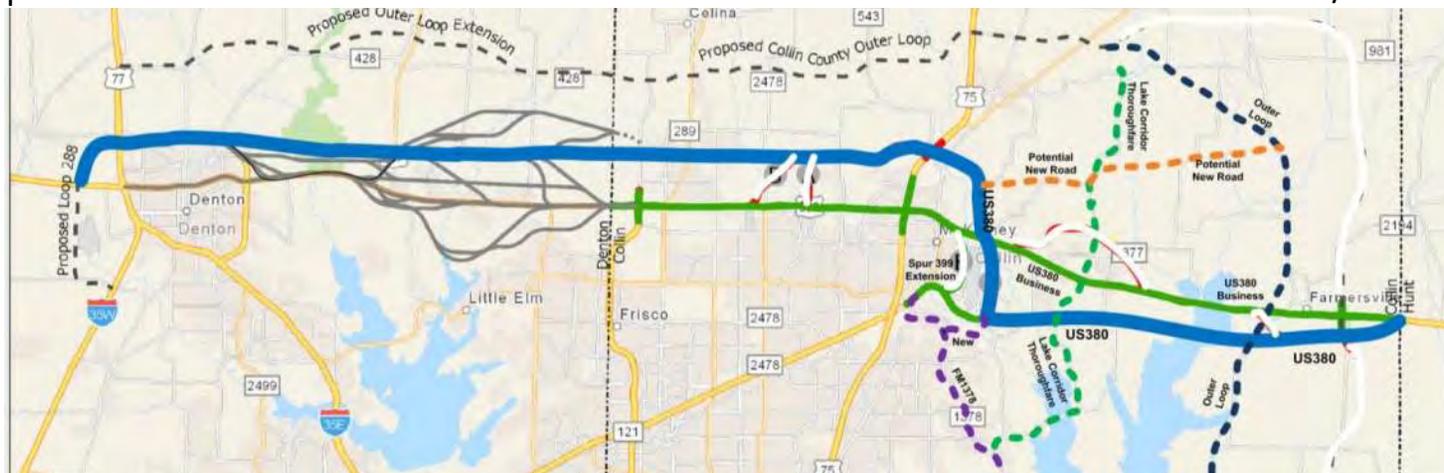
In both charts, each yellow dot represents 250 people. However, the higher population chart (on the right) has a notably lower density of dots.

Conclusion

In my opinion, the population projections are way out of line. I do believe the TXDOT population density chart above right, in that the population in the eastern third of Collin County will be as light as shown, and on its own, doesn't justify all of the new roadways proposed by NCTCOG.

US380 needs to be improved without closing all but 1 lane each direction over the 25 miles across over a 5-8 year construction period (as will happen with the TXDOT plan).

The planned 3rd lane of US380 (Business) in eastern Collin County should handle local traffic, if a new US380 is built for through traffic. Using the route planned for the Spur 399 Extension south of US380 Business can also provide a route for Lake Corridor traffic to reach the US75/SH 121 corridor.



Delgado, Natali

From: Joji Sakai [REDACTED]
Sent: Thursday, April 4, 2019 10:02 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres-

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly **OPPOSE** the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you.

Joji Sakai
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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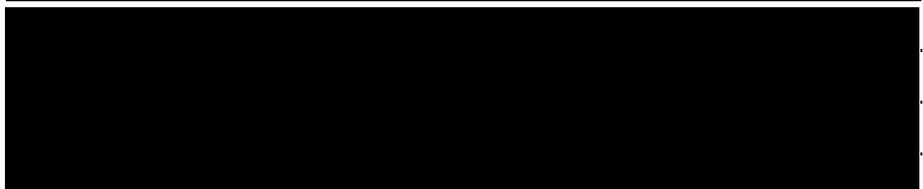
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- I do business with TxDOT
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NAME: _____

ADDRESS: _____

CITY: _____





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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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NAME: Jon Bolen

ADDRESS:

CITY:



MEETING COMMENT FORM
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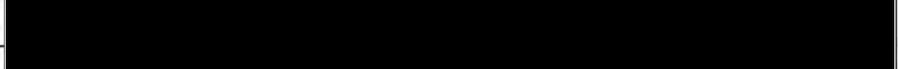
I AM OPPOSED TO WIDENING 380 BECAUSE IT WILL DESTROY ABOUT 600 BUSINESSES AND THE SUBSEQUENT PROPERTY, SALES TAX TO THE CITY ALONG WITH THE ELIMINATION OF THOUSANDS OF JOBS

I SUPPORT BECA OPTION B OR E AS BEING THE LEAST EXPENSIVE DEFENDING THE LEAST IMPACT TO BUSINESS AND HOMES!

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NAME: Tom DeLuca
ADDRESS: 
CITY: 



**Stonebridge Ranch
Community Association, Inc.**

6201 Virginia Parkway
McKinney, Texas 75071
Office (214) 733-5800
Fax (214) 778-0595

April 7, 2019

To: Mr. Stephen.Endres@txdot.gov

As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors who were elected to make decisions that are in the best interest of the 9417 residences of Stonebridge Ranch and its 36,000 residents who live in McKinney.

In a unanimous vote, we stand in agreement along with the 381 residences in the Tucker Hill Homeowners Association and its 900 residents, Harvard Park, and several hundred verified business owners who wish to preserve our city's economic health and commercial corridor.

We hereby make an official statement in support of either bypass Red Option-B (our preferred option) or Red Option-E and oppose bypass Red Option-A or the green alignment of widening 380 or converting it to a limited access freeway.

Options B or E are the most viable, least expensive and least disruptive to businesses and homes along 380 when compared to widening 380 (the green option).

If Highway 380 (the green option) were implemented, according to TxDOT's own numbers, It will destroy nearly 200 businesses and homes along the 380 commercial corridor including all of the existing businesses on the four corners at the intersection of Highways 380 and 75, and impact the historic and empowerment zones in McKinney. This will result in a significant reduction in the sales and property taxes to the City of McKinney along with bringing an increase in traffic and noise to the already developed housing subdivisions that abut 380 with more to come.

As to the detrimental impact on Stonebridge Ranch if 380 were widened, it would double the width of the current highway and bring significantly more traffic to the area. In addition to the increased noise for the hundreds of homes in Stonebridge Ranch that abut 380 on the Northern edge of Stonebridge Ranch, there are three roads: Lake Forest Drive, Ridge Road, and Stonebridge Drive that go completely



Stonebridge Ranch Community Association, Inc.

6201 Virginia Parkway
McKinney, Texas 75071
Office (214) 733-5800
Fax (214) 778-0595

through Stonebridge Ranch and provide the only means between Hardin Road and Custer Road for getting to Virginia Parkway, Eldorado Pkwy, Custer Road and Highway 121. These roads were designed for neighborhood traffic and not arterial connectors to other major roads. That is the reason for our opposition.

If the proposed bypass (Red Option-A) that enters Highway 380 East of Custer Road were implemented, in addition to the above traffic problems, there would have to be a major interchange built at the intersection of the new six lane bypass and existing 380 which is already six lanes. This interchange would be right above the northern edge of Stonebridge Ranch just east of Ridge Road. It would have a very detrimental impact on both Stonebridge Ranch and Tucker Hill by bring a significant increase in traffic along with an increase in the air and noise pollution to our neighborhoods beyond any other option.

On the subject of impacts to non-profit organizations that would be affected, if 380 were widened (the green option), three non-profit organizations in McKinney would be **destroyed**: Life Path Crisis center which is Collin County's only in-patient mental health facility, INN STYLE which is the store that provides funding for the Samaritan Inn homeless shelter, and Cornerstone Ranch that houses adults with special needs. No one is speaking up for them. Since they are not backed by individuals with financial resources, they do not have the funds to mount a campaign to save themselves. It would be a tragedy to lose them. Ask yourself; is MainGate (who would not be destroyed) more important than these three entities who serve more individuals?

We also **support** business owners who have invested in our city and employ our citizens. We support preserving and growing our much needed tax base, and we support minimizing home and business displacements and preserving the jobs of the thousands of workers that would be eliminated if 380 were widened (the green alignment option).

To reiterate, our Board, on behalf of our residents has unanimously voted to **oppose** the proposals to widen Highway 380 or convert it to a limited access freeway and **support** either of the alternative bypass route options North of Highway 380 that cross Custer Road and enters Highway 380 West of Custer Road known as Red Option-B or Red Option-E.



**Stonebridge Ranch
Community Association, Inc.**

6201 Virginia Parkway
McKinney, Texas 75071
Office (214) 733-5800
Fax (214) 778-0595

Thank you for taking the time to consider this letter and our position.

Jon Dell'Antonia
Board President, Stonebridge Ranch Community Association
6201 Virginia Parkway
McKinney, TX 75071



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Lorene Rogers Middle School

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Please Print

I SUPPORT RED OPTION - B OR RED OPTION - E.

I OPPOSE THE WIDENING OF 380 (THE GREEN ALIGNMENT).

YOU NEED TO BE AWARE THAT THERE HAS BEEN
A 1.2 BILLION IN PROPERTY VALUE ADDED TO THE CITY
OF Mc KINNEY IN THE PAST 12 MONTHS. MOST OF IT
HAS COME FROM THE REDEVELOPMENTS AT HADDIN AND
380. THE LOSS OF THAT PROPERTY AND SALES TAX
DOLLARS WOULD BE SIGNIFICANT TO THE CITY, THAT
WOULD HAPPEN IF THE GREEN ALIGNMENT WERE SELECTED.
THE BYPASS OPTIONS B AND E AVOID THIS PROBLEM.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

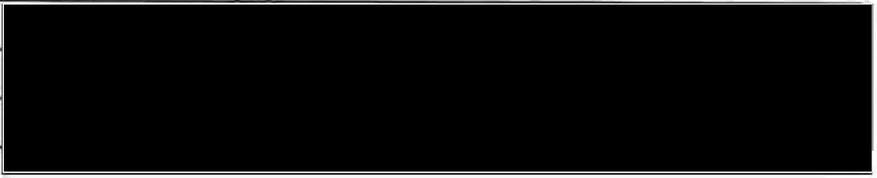
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Jon Bell 'ANTONIA

ADDRESS:

CITY:



Delgado, Natali

From: Jordan Huffer <[REDACTED]>
Sent: Thursday, April 4, 2019 11:53 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Jordan Huffer/[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community.

Delgado, Natali

From: Jordan Reilly [REDACTED]
Sent: Monday, April 8, 2019 12:31 AM
To: Stephen Endres
Subject: 380 Bypass Opposition- Property Owner directly affected

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr Endres-

I am writing this email on behalf of the my family (the Reilly's) that lives at [REDACTED] In January 2018, while living in Stonebridge Ranch, my wife and I began to look for our dream property as we were getting ready to welcome our first child into this world. We had a few requirements:

- 1) We wanted to raise our children on multiple acres to resemble the semi-rural lifestyle that my wife enjoyed growing up in Missouri
- 2) We wanted to stay in the McKinney area as we have loved every second of living here due to the family culture, the people, and the living conditions.
- 3) We wanted to stay close to our church (First McKinney) as we are the Young Married Life Group directors of over 20 young couples that live in McKinney and I (Jordan) currently serve as a Deacon in the church.

As you can imagine, this was not an easy find and one that took much prayer and searching. We found this property in April and closed on it in August 2018. It was a huge blessing for our family for many reasons. It has everything that we were looking for: amazing neighbors, beautiful property, close to everything that McKinney offers, and we are able to continue to serve in our church and in our community (we love serving the less fortunate through Samaritan Inn and Grace2Go).

I (Jordan) was born and raised with humble beginnings in Detroit, Michigan and moved to Texas to work with IBM soon after graduating from the University of Michigan. I now run Global Sales for a Silicon-Valley based technology startup and it has provided the means to give our family the living arrangements of our dreams. However, if the 380 bypass is approved, all of this will sadly be for naught as it will run directly through our house.

We ask that you strongly consider keeping 380 on 380. We are one of the many families that would be directly impacted in a negative way if the bypass is approved and it breaks our heart as we have spend our entire professional careers saving for this property. It seems that every couple we speak to in our community or at our church is strongly opposed to the bypass.

We love this city, and pray that you and our other leaders would continue to do what is right for our community. We ask that you oppose the 380 bypass.



Sincerely,

The Reilly Family



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

I live 600 feet from Bloomdale Road (CR123). When we bought our house, the city plans showed Bloomdale becoming a 6 lane road with a speed limit of 45 MPH. We were not expecting to have an 8 lane Highway with a speed limit of 75 MPH. There are a lot of homes right off Bloomdale that are in the same situation that my family are in. I think that it makes sense to fix the problem on the problem which would be US highway 380 and to start the construction of the collin county outer loop

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

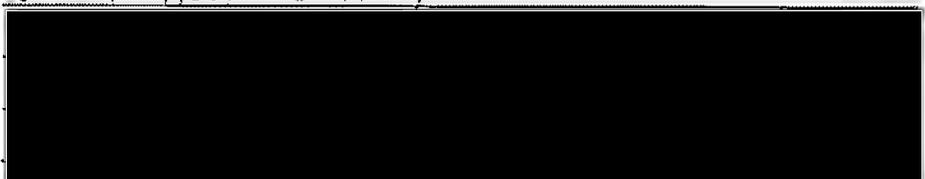
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NAME: Joseph Ross Callaway

ADDRESS:

CITY:



Delgado, Natali

From: Falon Searle [REDACTED]
Sent: Friday, April 5, 2019 12:19 PM
To: Stephen Endres
Cc: Joshua
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Josh and Falon Searle
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone

Delgado, Natali

From: Jason Brown [REDACTED]
Sent: Saturday, March 30, 2019 1:51 PM
To: Stephen Endres; Kimmey, Tony; michelle.raglon@txdot.com
Subject: Against Bypass alignments B & E

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TXDOT should do bypass option A that originates in McKinney.

The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion.

I hope TXDOT does not bow to special interests again and honors the **VAST MAJORITY** of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East-West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, connecting First Street to Wilmeth Road to 75, expanding FM 1461 to 75, and completing the Outer Loop.

Sincerely,
Josh Brown



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

The revised alignment presented does not save Maingate.
Maingate is a staple to the area and should not be destroyed due
to poor planning in this area. 380 should stay on 380
as that was and is the central arterial roadway in the area.
Traffic noise, construction and increased volume does not allow
therapeutic horses in their native environment.
380 should stay on 380

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NAME:

Soshua Luke

ADDRESS:

CITY:

Delgado, Natali

From: Joshua Renberg [REDACTED]
Sent: Friday, April 5, 2019 11:12 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
Joshua Renberg
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Joy Bradford

ADDRESS:

[Redacted Address]

CITY:

Delgado, Natali

From: Joyce Sakai [REDACTED]
Sent: Thursday, April 4, 2019 9:59 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres-

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly **OPPOSE** the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you.

Sincerely,

Joyce Sakai
[REDACTED]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

I support Red Option B, or alternatively Option E.
I do not support the green option at all. It impacts too many businesses and homes and is far too costly.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Joyce Stewart Hill
ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Joyce Yackinous [REDACTED]
Sent: Friday, April 5, 2019 10:37 AM
To: Stephen Endres
Subject: US 380 MAP0 (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Stephen Endres:

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Red Option-B bypass alignment option.** This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380.

It is also the least expensive option when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

I am not employed by TxDOT
I do not do business with TxDOT
I could not benefit monetarily from the project or other item about which I am commenting

NAME: Joyce A. Yackinous

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: JUAN CHAMORRO

ADDRESS: _____

CITY: _____





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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I am against the ~~by~~ 380 bypass. Driving on 380 it is easy to see the communities that took 380 into account and set their communities ~~far~~ far back enough from the Highway. The fact that ~~A~~ City officials allowed businesses to continue to build so close to 380, is not a reason ~~to~~ for a bypass. Homeowners along the bypass route took 380 into account before buying/building their homes. Expanding the already planned outer loop would make more sense. ~~As~~ Instead of ~~potentially~~ ~~potentially~~ having to fight homeowners at every city ^{bypass} along 380, as well as business, we should look at the outer loop. ~~It~~

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NAME: JUAN CORTEZ
ADDRESS: [REDACTED]
CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



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Please Print

Keep 380 on 380.

The bypass options disrupt areas that properly planned for development. Homeowners in Prosper should not have our home values negatively impacted, nor should we lose valuable tax revenue in the town of Prosper.

(Per Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:

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NAME:

Judson Jones

ADDRESS:

CITY:

Delgado, Natali

From: Yahoo! [REDACTED]
Sent: Thursday, April 4, 2019 3:09 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Juli Westcott
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would be detrimental to the beauty of our community, as well as the homes of many of our fellow citizens. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

*Thank you,
Juli Westcott*

Delgado, Natali

From: [REDACTED]
Sent: Friday, March 29, 2019 8:04 PM
To: stephen.endres@txdot.gov; Kimmey, Tony; michelle.raglon@txdot.gov
Subject: Against Bypass options B & E

I am strongly against any bypass option, especially one starting west of Custer Road and going through Prosper (red alignment option B and option E). Prosper has limited Commercial opportunities, and to build a Bypass freeway through some of our few Commercial land plots or to eliminate the Lowes that brings about \$750,000 per year in sales tax to the Town of Prosper would be a huge cut to Prosper's future income earning ability. The results of the Fall 2018 Survey (obtained through a public information request) show an overwhelming 62% of survey respondents prefer the green alignment to fix 380 on 380 (see below), compared to only 21.3% that prefer the red alignment bypass option B through Prosper. That is almost triple the amount of people that prefer the green option versus the red alignment option B through Prosper. Since the City of McKinney failed to plan for their future growth, if a bypass option is absolutely needed TXDoT should do bypass option A that originates in McKinney.

The residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway. The residents of Prosper paid a premium when we purchased our homes to live in a nice and quiet area far away from a highway. It is not fair that Tucker Hill residents are trying to shift the economic burden caused by their own poor planning to the residents of Prosper. Please do not cave in to a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion.

I hope TXDoT does not bow to special interests again and honors the **VAST MAJORITY** of respondents in their desire to make 380 a limited access freeway. To help ease 380 congestion, please widen East-West roads north of 380 between Custer and 75 to 3 lane roads each way. This would include pushing Prosper Trail/Bloomdale Road through to 75, connecting First Street to Wilmeth Road to 75, expanding FM 1461 to 75, and completing the Outer Loop.

Thank you for your time and attention on this matter. I hope to hear that TXDoT is moving forward with the overwhelmingly supported green option of fixing 380 on 380 when it presents its final alignment option for 380 this Spring.

Sincerely,
Julianne Brown



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

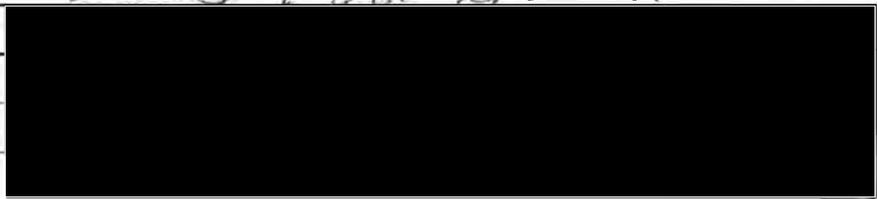
I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Tavis & Joe Lichter

ADDRESS:



CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Julie A. Harkins

ADDRESS:

CITY:

Delgado, Natali

From: Julie Belk [REDACTED]
Sent: Thursday, April 4, 2019 9:44 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Julie Belk
[REDACTED]

COMMENT:

I support expansion of 380 into a highway with no bypasses. Think through what should be built now that could later be part of a highway system.

I am particularly against the Red Alignment B and E bypasses to the north because they would compromise a model therapeutic program, Manegait. This program is a national model engaging the community as volunteers and healing patients outdoors with incredible results for neural path development after traumas like a stroke or traumatic brain injury. Making 380 a highway would not compromise the program; building bypasses near or through it would ruin it.

If building the Green Alignment or Red Alignment A could jumpstart making 380 a proper highway, those would be acceptable.

Delgado, Natali

From: Julie Me [REDACTED]
Sent: Thursday, April 4, 2019 3:37 PM
To: Stephen Endres
Subject: Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please help protect MAINGAIT!

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper.

A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.

Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community

Please work to keep McKinney UNIQUE BY NATURE!

Julie James
[REDACTED]

Delgado, Natali

From: Julie Peek [REDACTED]
Sent: Thursday, April 4, 2019 11:39 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Julie and Scott Peek

COMMENT: [REDACTED]
[REDACTED]

We want ManeGait to stay!! ManeGait provides amazing services to those with disabilities and it would be tragic for their riders to build a bypass through or around their property. Please consider one of the other options available to you.

Keep ManeGait. No bypass!

Sincerely,
Julie Peek

Sent from my iPhone

Smith, Chelsey

From: Justin Collins [REDACTED]
Sent: Friday, April 12, 2019 2:12 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card"

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,

Justin Collins
[REDACTED]
[REDACTED]

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 8:52 AM
To: Smith, Chelsey
Subject: Fwd: Correction: Re: 380

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From: Team Velez [REDACTED]
Sent: Saturday, April 13, 2019 7:29:49 AM
To: Stephen Endres
Subject: Correction: Re: 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Green and Red A ONLY! No in B-E.

Sent from my iPhone

> On Apr 13, 2019, at 7:28 AM, Team Velez [REDACTED] wrote:

>

> Yes on green (380on 380) and yes on B Red.

>

> Keep urban sprawl in urban sprawl. Do not displace the rural community north of 380 because McKinney did not manage their growth appropriately. Hold McKinney accountable. If a bypass is required, it must re-connect to 380 east of Custer Rd within McKinney city limits w/ little to no impact of area at and west of Tucker Hill.

>

> Prosper's city, schools and neighborhoods rely on using all land within city limits for planned commercial and residential growth for tax revenue. Unless TXDOT plans to pay loss of tax revenue and home value, keep to the supportive options above.

>

> Thank you,

> Justin Velez

> [REDACTED]

> [REDACTED]

>

>

> Sent from my iPhone



Delgado, Natali

From: Kailey Ownby [REDACTED]
Sent: Thursday, April 4, 2019 9:27 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Kailey Ownby/[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Kaitlyn Stroud [REDACTED]
Sent: Tuesday, April 9, 2019 10:32 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

I am writing in support of the Green Alignment. It is the best option to ensure that the entirety of 380 can handle the future growth both residential and commercial. Driving down 380 from Preston to Hardin there is still a vast amount of undeveloped land zoned for both residential and commercial. Once that land is built out, the internal traffic along 380 will only get worse. More cars will travel to these locations, and more traffic lights will be placed which will result in significantly more congestion. The bypass will not fix the issue with people traveling to those businesses or homes. Fixing 380 now is the best option to handle that inevitable growth. It will absolutely save time and money in the long run and ensure that both Prosper and McKinney's future growth is guided in the appropriate manner. Fix the issue now where it needs to be fixed, rather than wasting time and money on a bypass that is severely limited in value.

Thank you for your time,

Kaitlyn Stroud
[REDACTED]

Delgado, Natali

From: Kara Martin [REDACTED]
Sent: Monday, April 1, 2019 4:28 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card
Attachments: 1 US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,

Kara Martin
[REDACTED]

Smith, Chelsey

From: Karan Parrack [REDACTED]
Sent: Friday, April 12, 2019 9:31 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Karan Parrack [REDACTED]

COMMENT: *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship, where I have volunteered for years. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

Delgado, Natali

From: Karen Ambrose Hickey [REDACTED]
Sent: Friday, April 5, 2019 12:47 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

They provide an amazing service to families that have more challenges than we can imagine.

Karen Hickey
McKinney

Delgado, Natali

From: K.L. Evans [REDACTED]
Sent: Monday, April 1, 2019 7:09 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road.

The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your attention in this matter.

Regards,

Karen L. Evans
[REDACTED]



MEETING COMMENT FORM

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Red Option A would seem to be the least impactful as far as residential communities. Red Option B & E should NOT be chosen as these would ~~not~~ have a greater effect upon the residents of McKinney on the east side of Custer & the noise that it would bring to the residents of Whitley Place. The best option would be to keep 380 as 380 & expand it. I feel that any of the proposed routes would probably not be used. Few drivers are going to want to drive that far North.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Karen Graham

ADDRESS:

CITY:

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 9:19 AM
To: Smith, Chelsey
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

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From: Karen Newton [REDACTED]
Sent: Friday, April 12, 2019 10:57:57 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: COMMENT:Y ROAD 853

KAREN NEWTON
[REDACTED]
[REDACTED]

I do not understand at this late date why we are now considering different alignments. Based on my current knowledge I am in favor of the .following:

- **The GREEN Alignment** that would expand 380 on the existing US. 380. This would not affect myself or the well established community I live in.
- **Red Alignment A** as a bypass highway.

In addition to myself,this would also ensure the preservation of Mane Gait which supports a population that is in need of these services.

TXDOT has already taken part of my property for the expansion of Custer which is in need of widening. I do not understand how any bypass next to Custer can possibly make any sense--two heavily congested roads practically on top of each other?

I appreciate in advance your review of this information,





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Karen Pearam

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Karen Pearam

ADDRESS:

CITY:

Delgado, Natali

From: Karen Roberts [REDACTED]
Sent: Thursday, April 4, 2019 4:00 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Karen Roberts
[REDACTED]
[REDACTED]

COMMENT :

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

*Thank you very much.
Karen Roberts*

Delgado, Natali

From: Karen white <[REDACTED]>
Sent: Thursday, April 4, 2019 11:53 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: COMMENT:I support the Green alignment of Hwy. 380. Please do not cause Maingait to be changed in any way.

Delgado, Natali

From: Ogden [REDACTED]
Sent: Sunday, April 7, 2019 8:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I strongly support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent non-profit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Best regards,
Kari Ogden
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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1. I am concerned that the environmental impacts have not been studied re. the Red A,B,E & Green

2. Mane Gait is a unique & precious commodity - treating Artistic kids from the Metroplex - situating it even close to a bypass will make it non-viable as Artistic kids need quiet.

3. I was told tonight that homes within 50 feet of any bypass (i.e. Grove Cove in Heatherwood etc) would be "taken" & torn down by TxDOT. We have never been told that

4. KEEP 380 ON 380

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: KARLA KERBY

ADDRESS:

CITY:

Delgado, Natali

From: Kate Ryan [REDACTED]
Sent: Sunday, April 7, 2019 12:33 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Best regards,

Kathryn Ryan
[REDACTED]
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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March 28, 2019 - 6:00 p.m. to 8:00 p.m.

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Katherine Clark

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: kathleen parks [REDACTED]
Sent: Thursday, April 4, 2019 12:04 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Kathleen Parks I live at [REDACTED]

I have personally supported MainGait and I believe in what they do for special needs children and adults. There are very few nonprofit organizations in this area that support special need individuals. Please don't take this away from us.

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Thank you,
Kathleen Parks

Delgado, Natali

From: Kathleen Syrkowski [REDACTED]
Sent: Thursday, April 4, 2019 3:44 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: kathleen Syrkowski [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Smith, Chelsey

From: Kate Ryan [REDACTED] >
Sent: Sunday, April 7, 2019 12:33 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Best regards,

Kathryn Ryan

[REDACTED]

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: [REDACTED]
Sent: Friday, April 5, 2019 2:01 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Kathy Lamb
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Although I live in Plano I frequent the city of McKinney weekly for horseback riding for our special needs daughter, church, family visits, restaurants and shopping.

Thank you for your consideration on this very important matter.

Mrs. Kathy Lamb



MEETING COMMENT FORM
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Collin County, Texas
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380 has been a U.S. Highway since 1952. People who chose to build their homes along a highway that has been slated on its current alignment on all the transportation/thoroughfare plans for the cities of McKinney, Prosper & Frisco. A little research by the homeowner on 380 would have informed them that it would one day be expanded

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NAME:

Nathu See

ADDRESS:

CITY:

Attachment: (Written Comments Presented to Transportation Comm)

Kathy Seei

My name is Kathy Seei. My husband Bob and I have been citizens and homeowners in Collin County for over forty years. We currently reside in the Whitley Place neighborhood in Prosper just north of the two proposed by-passes through the Town of Prosper.

Ray Perryman was hired to complete an economic impact study and environmental impact studies have been completed for improving US Highway 380 in its current alignment through McKinney (land mass of 62 Square Miles). None of these professional evaluations have been completed for the two remaining proposed by-passes through the Town of Prosper (land mass of 28 square miles).

The Town of Prosper has passed resolutions opposing both proposed by-passes through Prosper. The first by-pass cuts through land zoned for single family residential on large lots and includes wetlands and cemeteries. The second by-pass eliminates \$8 million dollars in tax revenue for the Town of Prosper with the destruction of a Lowes Home Improvement Store and several other businesses. Without thorough economic and environmental impact studies, we can only project the total economic and environmental impacts to the Town of Prosper and our neighborhood just north of both proposed by-passes through Prosper.

For Prosper residents to be treated fairly, full financial and environment impact studies need to be completed for the by-passes through Prosper BEFORE the decision is made on a final alignment of US Highway 380. Only then can a fair decision on the true impacts of these new alignments to the Town of Prosper and its citizens be made. If the by-passes through Prosper are not serious contenders, please do not waste precious transportation dollars on these studies. Simply eliminate the suggestion of any by-pass through Prosper as the Town Council has made known through resolutions and use those savings to mitigate impacts to keeping 380 on 380.

IMPACT STATEMENT: Loss of Trust in TxDOT

My three brothers are all engineers – if I had been born 10 years later I would probably be an engineer. Engineers by nature stick with the facts and are resolute in championing the best solution. I am a politician by default. My impact statement today - a potential loss of trust in TxDOT. Reasons for loss of trust:

1. Both by-pass options have been formally opposed through resolutions by the Prosper Town Council but remain as alternatives to keeping 380 on 380
2. Both by-pass options have not been evaluated for economic benefit
3. Both by-pass options have not been evaluated for environmental impacts

4. Continued consideration of two bypasses through the Town of Prosper even though keeping US Highway 380 is currently documented in the comprehensive thoroughfare plans of Frisco, Prosper and McKinney (updated less than a year ago)

Since I am a politician not an engineer I can only imagine the reasons for the last minute addition of these two by-passes through the Town of Prosper that have not been fully evaluated:

1. Powerful elected leaders (former and current) who are personally impacted or whose political and powerful friends are impacted by improvements to the current alignment
2. Threat of political retribution for elected leaders at the ballot box if they support keeping 380 on 380

Please restore my faith that TxDOT is run by engineers not politicians. Do a fair comparative analysis or better yet just eliminate the by-passes from consideration and Keep 380 on 380 as all the affected municipalities thoroughfare plans dictate.

Delgado, Natali

From: Kathy Spagnolo [REDACTED]
Sent: Saturday, April 6, 2019 3:44 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:
Kathleen Spagnolo

[REDACTED]

COMMENT:

Please read .. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. I have been a volunteer at ManeGait for several years. PLEASE do not approve a bypass that would disrupt their mission. I have seen so many blessings take place at this wonderful ministry..

*Thank you,
Kathleen Spagnolo*

Sent from my iPhone



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I support fixing 380 on 380 and strongly oppose any bypass options. All of the current bypass options go down Bloomdale Rd (CR123) which will have a heavy residential impact. In particular, Heatherwood and Bloomridge are sitting directly next to the proposed bypass. Our home is less than 600 feet away. We moved to McKinney to start a family and bought a house within walking distance of a school. We didn't move here to hear traffic and experience the other negative consequences of a 75 mile per hour bypass felt from our home. Although construction wouldn't start for years, the property value impacts on our neighborhoods would be immediate and it would likely be more difficult for individual citizens to relocate versus a business. Additionally, per the survey results, McKinney, PWSK and Frisco residents preferred to perform the work on 380. The current problems on 380 will not go away with a bypass. With the added growth as well as continued commercial options, even more traffic will be heading down 380 which means construction to make 380 safer and resolve traffic is inevitable. I support keeping 380 on 380 in addition to building the outer loop and expanding arterial roads. Please do not choose to impact a larger number of McKinney home owners by building an unnecessary bypass.

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NAME: Katie Canaway

ADDRESS:

CITY:

Delgado, Natali

From: Kay Centofonti [REDACTED]
Sent: Thursday, April 4, 2019 12:55 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Please vote GREEN!

Kay Centofonti
Sent from my iPhone



MEETING COMMENT FORM

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Collin County, Texas

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380 SHOULD STAY AT ITS PRESENT ROADWAY. THE BYPASS OPTIONS ALL IMPOSE ON THE TOWN OF PROSPER & IT TAKES THE BRUNT OF THE PROPOSED HARDSHIP FOR BUSINESS & PROPERTY OWNERS. MONEY WOULD BE BETTER SPENT COMPLETING TH OUTER LOOP -

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NAME: Amy Prindwille

ADDRESS: [REDACTED]
CITY: [REDACTED]

Smith, Chelsey

From: KJ Franks <[REDACTED]>
Sent: Wednesday, April 3, 2019 9:01 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you.

Kaye Franks
[REDACTED]
[REDACTED]

Delgado, Natali

From: Kayli Self [REDACTED]
Sent: Thursday, April 4, 2019 12:07 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Kayli Self and I live at [REDACTED]. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Kayse Paul [REDACTED]
Sent: Thursday, April 4, 2019 12:10 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/2019

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US Highway 380. It is in my mind the optimal and most efficient way to route traffic through McKinney and Prosper. I feel a bypass is unnecessary and scar the beauty of the community. The GREEN Alignment will also help preserve a vital nonprofit organization in Collin County, ManeGait Therapeutic Horsemanship. This organization is so beneficial to many special needs people in the area, including my granddaughter. Both RED Alignments E and B will have a direct negative impact on ManeGait and lead to the destruction of their property and displace many users of this vital community service.

Thank you for your consideration.

Kayse Paul



**MEETING WITH AFFECTED PROPERTY OWNERS
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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Coleman, Keith A [REDACTED]
Sent: Tuesday, April 9, 2019 2:52 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your consideration,

Keith Coleman
[REDACTED]

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. If the reader of this message is not the intended recipient, you are hereby notified that your access is unauthorized, and any review, dissemination, distribution or copying of this message including any attachments is strictly prohibited. If you are not the intended recipient, please contact the sender and delete the material from any computer.

Delgado, Natali

From: Keith Demma [REDACTED]
Sent: Thursday, April 4, 2019 11:53 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: COMMENT: Keith Demma / [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Kelly Hyde (TMS) [REDACTED]
Sent: Thursday, April 4, 2019 1:27 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

●● PROTECTED 関係者外秘

I support the **GREEN** alignment between Coit Road and FM 1827 in order to preserve ManeGait Therapeutic Horsmanship. Both Red E and B would have a direct negative impact.

Thank you,

Kelly Marie Hyde
Color and Materials Strategist, Cross CarLine
TOYOTA MOTOR NORTH AMERICA
Product Planning & Strategy
6565 Headquarters Drive, E1-2D
Plano, TX 75024
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: Kelly Parra

ADDRESS:

CITY:

Delgado, Natali

From: Kelly Patterson [REDACTED]
Sent: Thursday, April 4, 2019 11:41 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Kelly Patterson
[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. There are 2 miniature horses that we raised and taught to drive a cart that were taken in by MainGait to be used in their program. They are thriving so well there, doing what they love. This program is extremely important to many families with children and some adults with disabilities and should not be disrupted in ANY way. We are friends with the founders (whom also have 2 more of our miniature horses) and their home and the horses they own would also be forced to move as they reside directly beside ManeGait. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Kelly Richmond [REDACTED]
Sent: Monday, April 8, 2019 9:02 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

My name is Kelly Richmond and I live with my husband and children at [REDACTED]
[REDACTED]

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

~ Kelly Richmond

Delgado, Natali

From: Kelly Waterman [REDACTED]
Sent: Monday, April 8, 2019 7:15 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,

Kelly Waterman, [REDACTED]

KELLY WATERMAN
DFW RESTAURANT WEEK
COORDINATOR

Entercom (formerly CBS Radio)

[REDACTED]

Delgado, Natali

From: Cook, Ken (ACF) [REDACTED]
Sent: Wednesday, April 3, 2019 11:51 AM
To: Stephen Endres
Cc: [REDACTED]; Richardson Phil & Julie
Subject: RED BYPASS PLAN "E"

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am contacting you to see if any additional information is available on the critical issue I have with my Church Property and the proposed routing of this option "E" bypass. My adjacent neighbor thought this bypass was going to be located above the approved six lane expansion of Custer Road? My Church is scheduled to be completed by November/December. I am accepting Wedding reservations for fifty Weekends next year! It is extremely urgent we resolve this issue---my funding could be in jeopardy over this proposal. Are you the Engineer I should be contacting? If not, please forward this correspondence to whoever is the contact, and notify me who is responsible? My direct cell number is [REDACTED], my office number for the Archangel's Chapel and Music Seminary is [REDACTED]. Thanks, Rev. Kenton.

Kenton Cook

Delgado, Natali

From: Kendra McColloch [REDACTED]
Sent: Thursday, April 4, 2019 1:44 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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Kendra Carr
[REDACTED]
[REDACTED]



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COMMENT FORM**
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Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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MEETING COMMENT FORM

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Please Print

① One has to question the integrity of this process when the majority of Frisco, McKinney, and Prosper residents voted to improve US Hwy 380 and that seems to be ignored. Additionally, Prosper Town Council and Prosper ISD passed resolutions opposing any by-pass. Bill Darling of Mane Gait took a public position against a by-pass. Then TXDOT appears to do an "end run" around Prosper Town Council, PISD, and Mane Gait by coming up with Red Option "E". Why is TXDOT ignoring Prosper's sovereign rights as a Town? ② How does TXDOT justify proposing Red Option "E" to wipe out Lowe's, Taco Bueno, Papey's, Burger King (which generates \$4 million in tax revenue), along w/ the planned Kroger, in order to please Tucker Hill and Stonebridge Ranch? ③ These by-pass options reek of bending to political pressure brought by former Collin County Judge Keith Self (a Tucker Hill resident) who told TXDOT to investigate a Prosper by-pass and it was not a decision of the entire Commissioners Court. What pressure is also being brought by former Plano ^{MAYOR} Jack Harvard (owner of Papi's Pizza next to Tucker Hill) and who was convicted in Federal Court of fraud? What about Stonebridge Ranch HOA President (Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT John Deittonia who is the president of the Stonebridge Business Owners Association? Simply put, "Fix 380 on 380" and listen forming the majority.

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting to the residents

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NAME: Kenneth E. Seguin, President-HOAs Whitley Place

ADDRESS:

CITY:

Delgado, Natali

From: Kenneth Seguin [REDACTED]
Sent: Wednesday, April 3, 2019 3:47 PM
To: Stephen Endres; John Hudspeth
Subject: A by-pass in Prosper and the effects on PISD

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

FROM THE FACEBOOK PAGE "Fix 380 on 380?"

Interesting question and two responses I just read:

Question: "If Option B (or E) goes through would the loss of the tax revenues from those businesses be enough to affect the PISD bond repayment? PISD is holding a bond election in May.

Response: PISD Bonds are repaid thru the residential property taxes. So yes a dip in those or decrease in the projected revenue would affect all of the bypass areas that are zoned for Prosper ISD. INCLUDING HOMES/LAND IN MCKINNEY if they are a part of PISD. PISD supports fixing 380 on 380.

Would it prevent it from being repaid, no. But it would definitely restructure the investments and land use for schools etc. PISD charges the maximum tax amount allowed in the state of Texas so no reduction is expected and no increase to the amount is allowed.

Like with the stadium PISD is frugal in its usage of the Bond funds, like waiting until the high school was at capacity before building the one at Rock Hill, so repayment will be greatly considered before spending or building new schools. Unlike Frisco that built while it has the right to and then schools sit empty for time until they can fill it.

Response: It will cost the school district a large amount in having to sell the land slated for the third high school and acquiring new land at today's market. They can't possibly build that school if the bypass goes in.

-- Ken Seguin



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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: Kenny Madland

ADDRESS: [REDACTED]

CITY: [REDACTED]

Delgado, Natali

From: Kevin Arnold [REDACTED]
Sent: Saturday, April 6, 2019 9:11 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kevin Arnold

[REDACTED]

[REDACTED]

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Smith, Chelsey

From: kevin atherton [REDACTED]
Sent: Tuesday, April 9, 2019 8:05 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kevin Atherton
[REDACTED]
[REDACTED]

I support the Green alignment proposed VS the other options.

Regards,
Kevin Atherton

Delgado, Natali

From: Kevin Carley [REDACTED]
Sent: Thursday, April 4, 2019 2:18 PM
To: Stephen Endres
Subject: 380 Bypass

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

My name is Kevin J Carley and I live at [REDACTED] I am writing to you in support of either the 380 Green Alignment or the Red Alignment A. My main reason for supporting either of these two options is that the other plans would have a major and catastrophic impact on ManeGait Therapeutic Horsemanship. This non-profit organization does amazing work for our community and changes the lives of children who otherwise are lost in mainstream America. The work they do in order to make children as well as adults feel that they are important and can ACHIEVE is immeasurable. I know this because I have a 42 year old son who has Cerebral Palsy and has been riding at ManeGait since it's opening. His life and that of many other riders revolve around that one hour lesson every week. He feels part of something special, not to mention the medical benefit he receives from the therapy.

You may say that they can move and adjust to a new location. Yes, they can. However (and I don't expect anyone to understand this, unless they have a child in the program) there is something magical about their current location. The peaceful tranquility is unmatched. The mature trees that surround the property, the open fields the livestock next door, and especially the familiarity these kids have come to latch onto. Sounds trite, but to ask some of these children to adjust to a new location could be devastating for them.

In summary, I hope you consider some of my points and choose the plan that will preserve a very very special place for some very very people.

Cordially,
Kevin J Carley

Kevin J. Carley



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Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

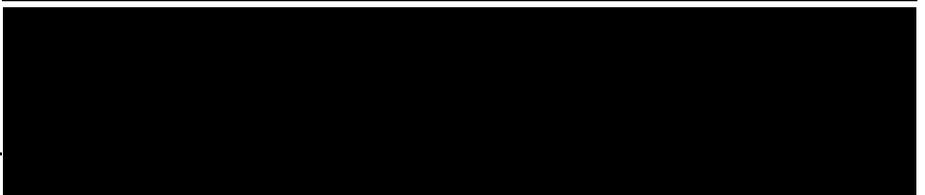
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:



Smith, Chelsey

From: Kim Ownby [REDACTED]
Sent: Monday, April 15, 2019 2:59 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Kim Ownby

[REDACTED]

[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

My name is Kim Pereira

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arteria

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

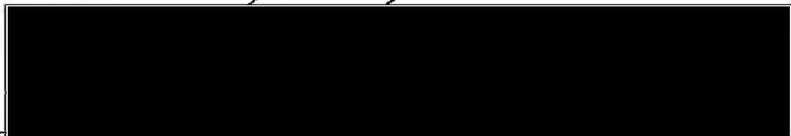
I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Kim Pereira

ADDRESS:



CITY:

Delgado, Natali

From: Kim Swanner [REDACTED]
Sent: Thursday, April 4, 2019 1:25 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Kim Swanner
[REDACTED]

Delgado, Natali

From: Kim Williams [REDACTED]
Sent: Thursday, April 4, 2019 2:14 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kim Williams [REDACTED]

COMMENT: I have been a McKinney resident for 18 years and have been a volunteer at ManeGait for approximately 5 years. With the exception of a brief stint living on the west side of central expressway, I have always lived in the historic district. McKinney is special, both the downtown area and the city as a whole, since it still retains its small town feel, while growing at a rapid pace. I understand that Collin County is projected to grow by another 2 million residents in the next 25 years, and with that comes the need to expand our infrastructure and roadways. I support the GREEN alignment plan between Coit Road and FM 1827 for the expansion of US Hwy 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community; a community that is truly Unique by Nature. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on MainGait, leading to destruction of this exceptional property and displacement of their vital community service.

Much appreciation for your consideration of this request.

Take care.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Kirk G Quaschnick [REDACTED]
Sent: Monday, April 8, 2019 8:31 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

Kirk Quaschnick
[REDACTED]
[REDACTED]

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Thanks,

Kirk G. Quaschnick, CLU®, ChFC®, ARPC
President
[REDACTED]
[REDACTED]

Mogul Wealth Strategies, LLC
6136 Frisco Square Blvd., Suite 327
Frisco, TX 75034

Visit our website: <http://www.mogulwealth.com/.1.htm>

Kirk G. Quaschnick, CLU®, ChFC®, ARPC Financial Adviser offering investment advisory services through Eagle Strategies LLC, a Registered Investment Adviser. Registered Representative offering securities through NYLIFE Securities LLC (member FINRA/SIPC), A Licensed Insurance Agency. Address: 6136 Frisco Square Blvd., Suite 327, Frisco, TX 75034, phone: (214) 420-7152. Mogul Wealth Strategies, LLC, is not owned or operated by Eagle Strategies LLC or its affiliates. If you do not wish to receive email communications from Eagle Strategies LLC and/or Mogul Wealth Strategies, LLC, please reply to this email, using the words "Opt out" in the subject line. Please copy email_optout@newyorklife.com Mogul Wealth Strategies, LLC, 6136 Frisco Square Blvd., Suite 327, Frisco, TX 75034

Delgado, Natali

From: krines haras <[REDACTED]>
Sent: Thursday, April 4, 2019 2:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Brigitte Rodriguez [REDACTED]

COMMENT:

Me and my family support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

My best regards

Mrs. Brigitte F. de Rodriguez

Sent from my iPhone

Delgado, Natali

From: Kristen [REDACTED]
Sent: Tuesday, April 9, 2019 12:51 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello my name is Kristen O'Keefe, I live at [REDACTED] and I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
 March 28, 2019 - 6:00 p.m. to 8:00 p.m.
 Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
 All written comments must be postmarked by April 12, 2019.

Please Print

Please keep 380 on 380. Our family has special needs children & moved from California to Prosper, TX after finding it a quiet place to help calm our depressive son's autistic behaviors. The noise from a freeway previous caused our family extreme stress. We carefully selected Whitley Place based on land development plans for the town to provide lower density housing - minimizing nearby noise & congestion. We used 10 years' savings to make this possible. It has been life transforming. Please don't destroy this child's refuge.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Kristi Contreras
 ADDRESS: [REDACTED]
 CITY: [REDACTED]

Delgado, Natali

From: Kristi Hooten [REDACTED]
Sent: Saturday, April 6, 2019 9:29 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am emailing you to tell you that I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. **GREEN** alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your time,

Kristi Hooten
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

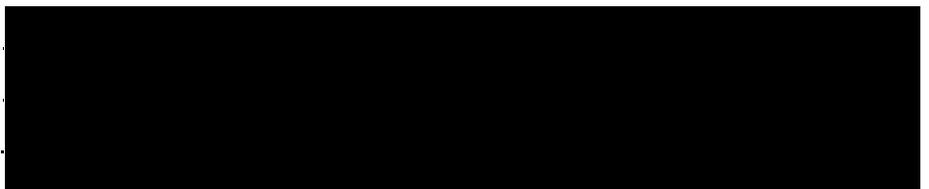
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:



Smith, Chelsey

From: kristi reeves [REDACTED]
Sent: Tuesday, April 9, 2019 4:34 PM
To: Stephen Endres
Subject: Support either Red Option B or Red Option-E bypass alignment options.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Smith, Chelsey

From: Kristi LAnn <[REDACTED]>
Sent: Thursday, April 11, 2019 7:48 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Kristi Vest / [REDACTED]

COMMENT: We have been supporters and volunteers at ManeGait and are saddened at the thought of the loss of this phenomenal organization which offers needed services to people with challenges and disabilities.

I wholeheartedly support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Kristin Welsh [REDACTED]
Sent: Friday, April 5, 2019 12:35 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, Texas, I STRONGLY SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A.

I STRONGLY OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also very STRONGLY OPPOSE Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road - right in the backyard of thousands of homes. The Green Alignment and Red Option-A will depress home values in that area. If this option were implemented, it would have a detrimental impact on both Stonebridge Ranch (with 10,000+ homes) and Tucker Hill. It would require that a large interchange be constructed at US 380 on the northern border of Stonebridge Ranch, creating an eyesore for adjoining neighborhoods and decreasing the home values of neighbors in our community.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

It's unfortunate that a few homes and properties may be lost with bypass options, but widening 380 and putting in interchanges in the middle of thousands of homes and businesses will destroy home values, tax revenue and jobs in our city. It makes no sense for the future of our community.

Sincerely,

Kristin Welsh
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:

Delgado, Natali

From: KT Wasson [REDACTED]
Sent: Thursday, April 4, 2019 1:47 PM
To: Stephen Endres
Cc: KT Wasson
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the **GREEN** alignment between Coit Road and FM1827 for the expansion of US HWY 380. It is the optimal and most efficient path for the east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would asar the beauty of our community. **GREEN** alignment also preserves one of Collin County's most prominent nonprofit organizations, MainGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on MainGait, leading to destruction of this exceptional property and displacement of their vital community services.

A Concerned Citizen,
Kimberly Wasson

[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print • Keep the Direct & Only Useful Route 380 ON 380

- The Northern Loop provides the alternative Route around traffic
- Properly Fix Expand and Use 380! McKinney Can Not Bully Their Poor Plans onto the Tax Payers of Prosper!!!
- Main Gate Horse Farm will not be useful with a Loud Freeway Bypass next to it. Autistic Kids can't handle that noise!!
- Our Small Towns Tax Base Needs Lower!
-

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

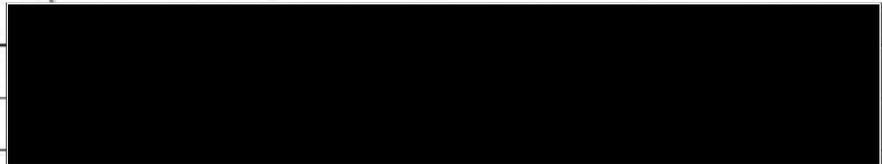
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Kyla Smith

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Kyle Abel [REDACTED]
Sent: Monday, April 1, 2019 4:40 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you.

Kyle Abel
[REDACTED]

Delgado, Natali

From: L Odom [REDACTED]
Sent: Thursday, April 4, 2019 11:59 AM
To: Stephen Endres
Subject: US 380 MAPO%2%03/28/19%2%0Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: L Odom, [REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Please keep 380 on 380!! The citizens of these communities have spoken firmly on this topic and have voted a resounding "No" to the bypass.

Thank you for your consideration.



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

From a monetary standpoint, option B or E make sense. However, this is only true due to McKinney's horrible lack of foresight in allowing businesses and communities to be built so close to 380. Or perhaps, they have "won the game" since they are to this day approving businesses and communities to be built on 380. They beat Prosper to poor development, so Prosper and its residents are getting screwed. "Existing development" takes precedence over future development". So ~~that~~ that so by screwing up, McKinney wins and gets to put a bypass through Prosper, past my backyard, past my daughter's school. I feel betrayed and aghast at the poor planning on McKinney, Collin County and TxDOT.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Laine Ereno

ADDRESS:

CITY:

Delgado, Natali

From: Lan Hy-Grant [REDACTED]
Sent: Monday, April 8, 2019 4:47 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Lan Hy-Grant

[REDACTED]

[REDACTED]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

MANEGAIT WILL NOT BE ABLE TO OPERATE WITH EITHER IS OR E BYPASS ~~ALIGNMENT~~. 300 SHOULD STAY IN ITS CURRENT LOCATION & BE IMPROVED FOR THE COMMUNITY TO CONTINUE TO GROW & FLOURISH.

THIS FACT SHOULD BE COMMUNICATED TO RESIDENTS & COMMUNITY LEADERS THE PROXIMITY OF A MAJOR HIGHWAY TO MANEGAIT WILL MAKE IT UNSAFE TO SERVE CHILDREN & ADULTS WITH DISABILITIES ON WALKERBACK.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: LANDON SCHNEIDER

ADDRESS:

CITY:

Delgado, Natali

From: Larel Bender [REDACTED]
Sent: Monday, April 1, 2019 5:31 PM
To: Stephen Endres
Subject: I SUPPORT Red Option-B or Red Option-E

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.



MEETING WITH AFFECTED PROPERTY OWNERS
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Lorene Rogers Middle School

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To: ~~Public Print~~ Stephen Endres - TX DOT

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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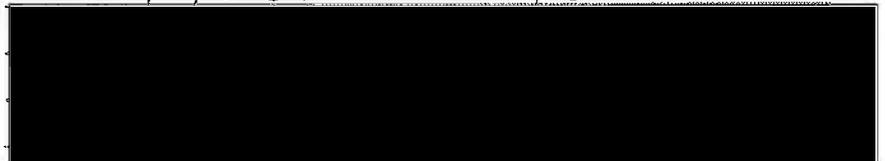
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NAME:

Larry & Lisa Pieterpol

ADDRESS:

CITY:



Smith, Chelsey

From: The Garskes [REDACTED]
Sent: Monday, April 8, 2019 1:27 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

April 8, 2019

To: Stephen Endres-Texas Department of Transportation

My husband and I (Larry and Martha Garske) support the **GREEN** alignment option between Coit Road and FM1827 for the expansion of US Hwy 380. The **Green** alignment preserves Colin County's most prominent nonprofit organization, ManeGait Therapeutic Horsemanship. Both Red alignments E and B would have direct impact on ManeGait, leading to the destruction of this exceptional property and the displacement of the vital community service it provides for special needs people.

Our grandson, Gabriel Roberts, is a 19 year old with disabilities. He is non-verbal and cannot walk. The main activity outside of his home that gives him pleasure, is the Therapeutic Riding Program at ManeGait. His confidence, as well as muscle strength, balance and social skills have improved greatly because of this program. The love and care given to Gabriel by his instructors is very heart-warming and exciting for his family. The environment at MaineGait is fun and enriching for Gabriel. My husband and I have been with Gabriel at ManeGait several times. We see his enjoyment of this wonderful opportunity.

We have a serious concern regarding plans for the US Hwy 380 expansion and the potential impact on ManeGait. We pray that this beautiful land and caring community will be able to continue its mission to provide for the needs of all special needs people.

We ask that ManeGait be able to continue the services provided for our children and grandchildren for many years to come by choosing the **GREEN** alignment option.

Sincerely,

Larry and Martha Garske

[REDACTED]

[REDACTED]

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

My name is Larry Pereira

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Larry Pereira

ADDRESS:

CITY:



Delgado, Natali

From: Larry Causey [REDACTED]
Sent: Thursday, April 4, 2019 2:29 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:
Larry Ray Causey II



COMMENT:

1. *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

Larry Ray Causey II



Sent via my calculator watch

Smith, Chelsey

From: Laura Bushnell [REDACTED]
Sent: Wednesday, April 10, 2019 10:50 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Laura Bushnell
[REDACTED]
[REDACTED]
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I am against the proposed 380 bypasses. When we moved to McKinney from Dallas we knew that 380 was not going to be able to handle the growth. We knew to look for our home away from 380. This was almost 10 yrs ago. If we knew this, the city had to know this as well. Citizens should not be losing their homes, playgrounds, schools because of the city's poor planning. I do not want to see a concrete jungle from my window, I dont want to see smog as I walk my son to school. A bypass is a bandaid. ~~It~~ It will not fix / cure congestion 380 will have to be expanded - just do it now!!

Build out the outer loop. Fix arterials. Keep 380 DN 380 is the right thing to do

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

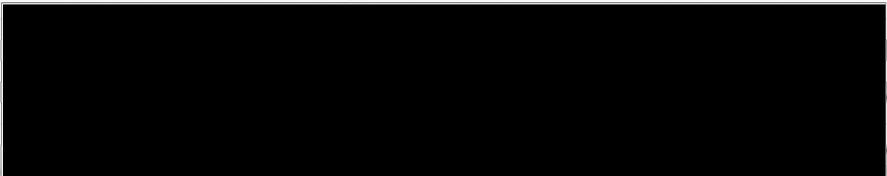
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Laura Cortez

ADDRESS:

CITY:



Delgado, Natali

From: Laura Eubanks [REDACTED]
Sent: Monday, April 8, 2019 1:16 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Laura Eubanks
[REDACTED]

COMMENT: Please consider my support for the GREEN alignment between Coit Rd. and FM 1827 for the expansion of HWY 380. It is the most efficient path for east-west traffic through the cities of McKinney and Prosper. The bypass is unnecessary and would have many negative consequence concerning our community. Green alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. An environment that brings health and healing to children and adults with special needs. Both Red alignment E and B, would have direct impact on ManeGait, leading to destruction and displacement of this vital and much needed community service.

Smith, Chelsey

From: Laura Froelich [REDACTED]
Sent: Saturday, April 6, 2019 5:26 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Laura Froelich
[REDACTED]
[REDACTED]
[REDACTED]

Delgado, Natali

From: Jeffries, Laura [REDACTED]
Sent: Thursday, April 4, 2019 11:58 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Mr. Endres,

I am writing to you regarding the US 380 Expansion.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,

Laura Jeffries

[REDACTED]

[REDACTED]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I am against any bypass. We built our house away from the busy highway on purpose. Fix 380 on 380. It will have to happen regardless!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

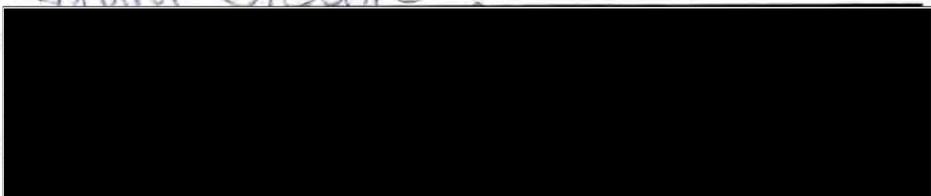
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Laura Sisson

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

Laura Smith

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Laura Smith

ADDRESS:

CITY:



Delgado, Natali

From: [REDACTED]
Sent: Tuesday, April 9, 2019 3:13 PM
To: Stephen Endres
Subject: RE: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

With name and address

From: [REDACTED]
Sent: Tuesday, April 9, 2019 3:03 PM
To: Stephen.Endres@txdot.gov
Cc: [REDACTED]
Subject: I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options

Dear Stephen

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Laura Allen
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Lauren Bowman

ADDRESS

CITY

Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 6:23 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Lauren Golleher
[REDACTED]

COMMENT:

- 1. I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

Sent from my iPhone



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print 380 MUST BE FIXED ON 380! TOO MANY PROTECTED HOMES
IN THE MCKINNEY WATERSHEDS WILL BE IMPACTED BY THE NEW
CUSTER ALIGNMENT. MANDALAY WILL BE NEGATIVELY IMPACTED
WITH 6 LANES OF CUSTER AND TWO BYPASSES SURROUNDING IT. THE
LOSS OF TAX REVENUE TO PROSPER IS APPROXIMATELY \$4 MILLION
PER YEAR. THAT SUM WILL NEED TO BE MADE UP BY CITIZENS.
FIX 380 ON 380!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

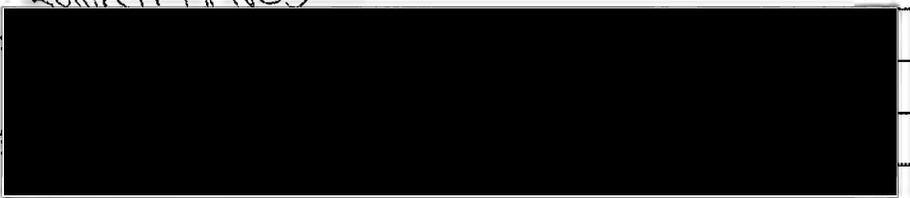
- I am employed by TxDOT
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NAME: LAUREN HAYES

ADDRESS:

CITY:



Delgado, Natali

From: Lauren Hoofnagle [REDACTED]
Sent: Saturday, April 6, 2019 3:07 PM
To: Stephen Endres
Subject: US380 map

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1. My name is Lauren Hoofnagle and I live at [REDACTED] I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone

Delgado, Natali

From: Lauren Palmer [REDACTED]
Sent: Thursday, April 4, 2019 11:44 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lauren Palmer
[REDACTED]

I support the GREEN alignment because it is the optimal and most efficient path for E/W traffic through McKinney and Prosper. It also preserves ManeGait Therapeutic Horsemanship, one of Collin County's most prominent nonprofit organizations. A bypass is unnecessary and would scar the beauty of our community, and would also directly impact ManeGait, leading to destruction of this exceptional property and displacement of their vital services.

Thank you,
Lauren Palmer



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Leah Cox [REDACTED]
Sent: Tuesday, April 9, 2019 2:50 PM
To: Stephen Endres
Subject: Bypass Route for US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,

Leah Cox

Delgado, Natali

From: L White [REDACTED]
Sent: Thursday, April 4, 2019 9:09 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: LeAnn White [REDACTED]

COMMENT: "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Get [Outlook for Android](#)

Smith, Chelsey

From: Lee-Yen Elliott [REDACTED]
Sent: Wednesday, April 3, 2019 4:36 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Lee-Yen Elliott
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Scanned by [McAfee® Total Protection™](#) and confirmed virus-free.

Smith, Chelsey

From: Kelly Tallo [REDACTED]
Sent: Tuesday, April 9, 2019 9:58 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Len & Kelly Tallo
[REDACTED]
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print I am writing to express my strong support of the Red Bypass B. I am a longtime McKinney resident and am very aware of the dire need for more traffic options for the ever-growing population of Collin County and the surrounding areas. The Red Bypass B disrupts the fewest homes and businesses and offers a great additional option to the 380 highway. If 380 was widened to a LAR it would eliminate my home and also my business. Please consider my plea in favor of the Red Bypass-B

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Leslie Allcorn

ADDRESS:

CITY:

Delgado, Natali

From: Leslie Banks [REDACTED]
Sent: Friday, April 5, 2019 2:58 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Leslie Banks
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thanks,
Leslie Banks

Delgado, Natali

From: Leslie Burkett [REDACTED]
Sent: Saturday, April 6, 2019 9:58 AM
To: Stephen Endres
Subject: Red Route

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I and my family say NO to the Red Route. We have lived here for 18 years and would hate to see anymore of our beautiful land taken away. Again, I say NO to Red Route!

[Sent from Yahoo Mail for iPhone](#)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

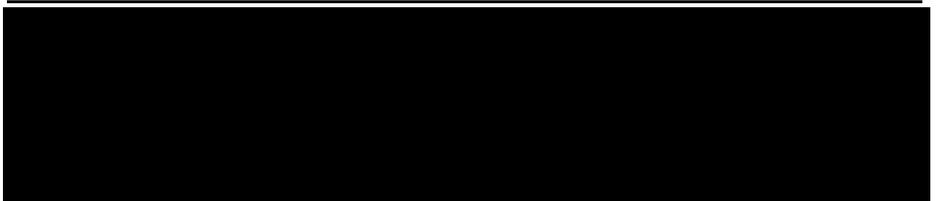
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



Smith, Chelsey

From: Leslie [REDACTED]
Sent: Friday, April 12, 2019 8:27 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Leslie Tillisch
[REDACTED]
[REDACTED]

Stephen,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Here is why:

1. I have lived in this area for almost 25 years. I opened the first Target store on the East side of 75. When that store was open in 1994, 75/380 was a nightmare back then. You have allowed McKinney to grow without looking at the future. I believe that McKinney should have to figure out what to do with 380.
2. Taking away Mane Gait from these riders and volunteers would be devastating. My daughter has been riding out there since the second session. The programs that Mane Gait provides help kids and adults feel normal even if it is for an hour or a few hours. Even being a parent taking her out there makes me feel less stressed and I can have a watch her ride and compete like a normal person.

If either Alignment E or B ends up being the final option, you will not only displace the residents and business, but you will also displace many riders who thrive out at Mane Gait.

An easier way to ease some traffic along 380 would be finishing building out Wilmeth and Bloomdale. Most traffic from the north are using these back roads anyway. And why would traffic cut through go north to east and west as bypass? It does not make sense.

To put a face to the people that love Mane Gait and all it offers, here are a 2 pictures of the Special Olympic area horse show from last weekend.



Thank you for reading this email and I hope and pray you don't take this wonderful place away and allowing some feel normal for an hour or two a week.

Leslie Tillisch

Delgado, Natali

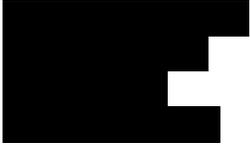
From: Lewis [REDACTED]
Sent: Friday, April 5, 2019 11:25 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

COMMENT:I support the Green alignment & oppose Red alignments B & E for US Hwy 380 expansion.

I have been a volunteer for 12 years & miracles happen at Mane Gait.

Lewis W Pollok III





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

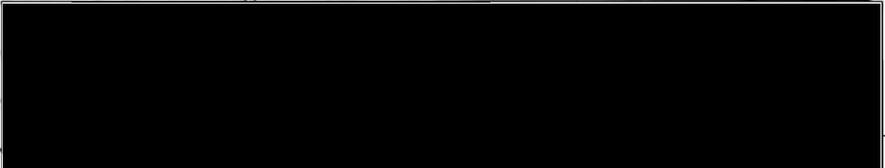
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NAME:

Libby M

ADDRESS:

CITY:





MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

The new option along Custer that takes out homes still impacts Mane Gate Farm & the beautiful ponds. It runs along Custer for a long way & then cuts over to howes. There will be a lot of traffic backup in peak hours sending lots of polluted air to Whitey Place & the homes around which right now have minimal traffic impacts & pollution. Please give up this idea of cutting thru Prosper. The tax revenue loss to Prosper will be ~~significant~~ significant. There is an area that totally by passes Mane Gate further to the south & would affect only a corner on 380 & Custer & leave howes intact.

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* To Run along Custer it will be elevated & run in our peaceful area. Keep 380 on 380.

NAME: Lily Golondziner
 ADDRESS: [Redacted]
 CITY: [Redacted]

Smith, Chelsey

From: Linda [REDACTED]
Sent: Wednesday, April 3, 2019 1:44 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

We have lived in McKinney for 25 years, and have seen the growth. Losing our businesses along 380 would spoil the character of McKinney!

Thank you,

Linda Beene

Linda C. Beene, CPA LLC

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

RE: Proposing the "ByPass" becoming the main U.S. 380 and the current 380 becoming Business 380 -

We lived off the current Bus 121 in Lewisville during the time that the current 121 was built & completed. When we moved in, this thoroughfare was a thriving business district. Within a few years of becoming Business 121, businesses closed leaving empty buildings. The area became quite economically depressed.

Collin County paid dearly for an economic feasibility study

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Linda Elliott

ADDRESS:

CITY:

Delgado, Natali

From: Linda Greenwell [REDACTED]
Sent: Thursday, April 4, 2019 11:52 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Linda Greenwell
[REDACTED]

COMMENT:

- As a volunteer at ManeGait Therapeutic Horsemanship, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.
- Please choose the GREEN alignment for US 380 expansion.

Sincerely,
Linda Greenwell



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

Keep 380 ON 380 / It will only get more dangerous if \$ is not used to improve it, rather than being distracted by a bypass. Please don't turn our roadway system into LA South, a mess of political and distracted planning. Frontage Rd & Raised 380 at intersections is best as your own study shows.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Linda Louise White De Mattei
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Linda Neal

ADDRESS:

CITY:



Red
for Bypass
Red Option B

MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print I live at [redacted]

As part of Walnut Grove I'M FOR
A Bypass. (Unlike) The Very well known
social group that has flooded the meetings &
News.
To keep 380 on 380 would not be
the best for the most!

(Redline)
You need to start North of McKinney
and make a loop. Widening 380 is not
the answer. How can you move traffic
and Build what is expected without total gridlock.
A loop would allow a flow as you build.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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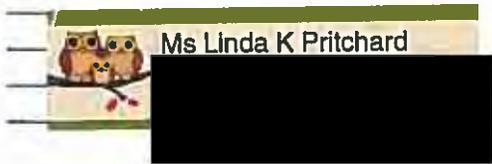
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NAME: Linda Pritchard
ADDRESS: [redacted]
CITY: [redacted]

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

Fold Here



NORTH TEXAS TX P&DC
DALLAS TX 750
29 MAR 2019 FW 5 L



**TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643**

75150-664399



Delgado, Natali

From: Linda Ray [REDACTED]
Sent: Thursday, April 4, 2019 2:55 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Mel
And Linda Ray

COMMENT:we are completely supportive of the "Green Alignment"-don't mess with the Main Gate environment!-

Sent from my iPhone

Smith, Chelsey

From: Linda Wolfe [REDACTED]
Sent: Wednesday, April 3, 2019 10:59 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Respectfully submitted,
Linda M Wolfe

[REDACTED]
[REDACTED]

>



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line,
Collin County, Texas

Case# 0135-11-022, 0135-03-089, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steinham Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 5, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

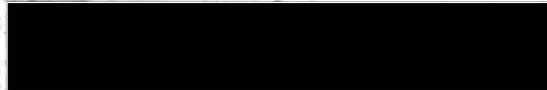
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NAME: LINOR M. WOLFE

ADDRESS:



CITY:

Delgado, Natali

From: Linda Woods [REDACTED]
Sent: Thursday, April 4, 2019 10:24 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Linda Woods
[REDACTED]

COMMENT

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

We have personal connections with ManeGait. Having grown up with Priscilla Lewis Darling, co-founder, we also have volunteered with our therapy miniatures for many years at events. ManeGait now is home to two of our miniature horses and this possible move would affect them as all the horses to readjust to different surroundings, which in turn would affect how the horses react with the many people with disabilities that attend and depend on the interaction with the horses.

Please do not choose a way that would displace ManeGait or put them in harms way. This facility has been and continues to be a vital asset to McKinney and surrounding areas.

Thank you for your time and listening to a desperate plea to help save ManeGait.

Linda Woods
Mini Hooves Of Love
Miniature Therapy Horses

Delgado, Natali

From: Lindsay Williams [REDACTED]
Sent: Thursday, April 4, 2019 7:15 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thanks,
Lindsay Williams, PT



**MEETING WITH AFFECTED PROPERTY OWNERS
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Collin County, Texas**
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Lindsey Flesher

ADDRESS:

CITY:

Delgado, Natali

From: Lindsey Mitlyng [REDACTED]
Sent: Thursday, April 4, 2019 11:31 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Lindsey Mitlyng [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services



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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Lobelia Miller [REDACTED]
Sent: Friday, April 5, 2019 8:35 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr Endres,

I live at [REDACTED] and support the GREEN alignment for the expansion of US HWY 380. It is the most efficient path through Prosper and McKinney and would not ruin the beauty of the area north of 380 where the bypass is proposed. My young children (4 months, 3 years, 5 years) would be unsafe with the proposed bypass as we travel to elementary school right along one of the proposed bypass routes. We just moved up here and the reason we chose it was for the peace, quiet, safety and good schools. A bypass right in the middle of it all would really change the quality of life drastically. Additionally, the bypass would have a crippling negative impact on ManeGait and the amazing services it provides to our community. ***Please choose the GREEN alignment for the US HWY 380 expansion.***

Thank you for your time and consideration.

Mike and Lobelia Miller
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Lori Cota

ADDRESS:

CITY:



Delgado, Natali

From: Lori Parrish [REDACTED]
Sent: Friday, April 5, 2019 7:56 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship.

I oppose both Red Alignment E and B, as they would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Lori Parrish
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
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**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Lorri Deems [REDACTED]
Sent: Friday, April 5, 2019 10:36 AM
To: Stephen Endres
Subject: Green Option for US 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres and the TXdot committee,

I have been a donor to ManeGait located in McKinney, Texas for years. My family personally knows multiple families who have loved ones that have greatly benefitted from the therapy ManeGait provides. This specialized therapy has been life changing for so many individuals.

Therefore, I am in support of the Green Alignment which will preserve ManeGait's ability to continue to help countless individuals (Veterans and children and adults with special needs).

The Green alignment between Coit and FM 1827 for the expansion of US Highway 380 is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. Green alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment B and E would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

For those making the final decision, please allow ManeGait to continue the healing of their riders in an uninterrupted atmosphere...lives are counting on it.

Thank you,

Lorri Deems
[REDACTED]

Delgado, Natali

From: Lou Phillips [REDACTED]
Sent: Monday, April 1, 2019 4:44 PM
To: Stephen Endres
Cc: [REDACTED]
Subject: Bypass options

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks,

Lou Phillips
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

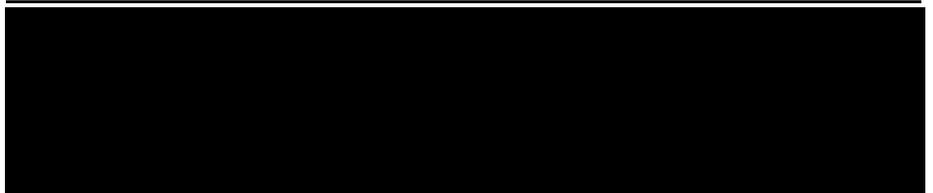
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

ADDRESS:

CITY:





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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____



MEETING WITH AFFECTED PROPERTY OWNERS
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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Lozue DeFillers

ADDRESS:

CITY:

Smith, Chelsey

From: Lydia Gober [REDACTED]
Sent: Saturday, April 6, 2019 6:58 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres:

My name is Lydia Gober. I am a resident of McKinney at [REDACTED]. I live near Hwy. 380 and I hear it's noise and see the high traffic. Expansion of this roadway may help traffic, but it could destroy beautiful small farms and this very important resource of ManeGait. Many have moved north and west only now to hear that it could all be interruptive to a hoped-for scenic living experience.

As the least disruptive expansion, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your attention.

Sincerely,

Lydia Gober



The yellow arrow points to the NW corner
of my property.



B. H. & Lynette Terrell

April 5, 2019

MAPO COMMENTS REGARDING BYPASS OPTIONS RED B AND RED E

My name is Lynette Terrell. I live in WALNUT GROVE a [REDACTED] I am adamantly opposed to any bypass. Every time TXDOT has asked for comments I have always said that I enthusiastically support keeping 380 on 380. I remain steadfast in my belief that the GREEN alignment is superior to any bypass options you have suggested. 380 already has a very large footprint. It seems only logical to expand 380 in its current alignment. Creating a bypass would destroy homes, divide neighborhoods, and create a maze of concrete going through the Northwest Sector. Not only my neighborhood but MANY other neighborhoods would be affected. Even though a property may not be "impacted" by your definition, the quality of life of having an LAR literally feet from your door is devastating.

I particularly am opposed to the Red options that that come into my neighborhood, Walnut Grove. The Red B option destroys MainGait, which is a wonderful facility serving many. Red B is also just a few hundred feet from me and directly impacts and displaces at 2 of my neighbors. The Red E option is even more invasive. It destroys Lowe's, enters Walnut Grove, and proceeds north while destroying several homes and properties in its wake. Even though it barely misses MainGait, it still has its effects of noise and pollution on the facility. As the bypass leaves the MainGait are, it destroys more, long-established homes in Walnut Grove. From my northwest property line, I would be approximately 100 feet from the edge of Red E (please see the attached map.) It seems with every new potential alignment introduced, more homes and properties are compromised.

I notice that Red E ROW has been reduced to a narrower footprint. Since this engineering doesn't seem to be objectionable to TXDOT, why not apply the same concept in front of Tucker Hill and Stonebridge. I know that you are already considering it on the GREEN alignment. By adopting the GREEN alignment, you would be GOING BY neighborhoods, not THROUGH them. Any objections by Tucker Hill and Stonebridge could be mitigated by landscaping, berms, noise abatement design, cantilevering, etc. It wouldn't take much extra ROW to make that work. This seems a far better option than cutting across Walnut Grove, a neighborhood that has been established for well over 40 years. I, myself, have been here since 1978.

I went back and listened to the McKinney City Council Work Session, April 30, 2018 and was rather taken with the words of Councilman Rogers while addressing Mr. Endres during a presentation of bypass options looping above the existing 380. I quote, "One other quick question, the loop that goes out, to me, that's where McKinney is growing and if you've ever driven out there, have you personally driven out there? That is magnificently beautiful property and land through there. To me, if you take a limited access highway going through that pristine beautiful land through there, I think it devalues everything that it goes around. Limited access highways do not bring commercial stuff in that area. I look at the limited access around Denton; there are some schools, an old nasty highway. I picture that going through the north pristine side of McKinney, and that is the jewel of McKinney going forward to be able to build that and I don't see that even as an option when you look at where McKinney is growing and how it should grow. That's why my thought, as my good friend on the council, La' Shadion, says, the best way to get somewhere is a straight line. So, that's the other thing I'd like you to consider, the kind of damage you will do to some of the rolling hills and beautiful areas of McKinney." At this point Mayor Fuller interjects, "and Walnut Grove".

One of Mr. Rogers's statements particularly resonates with me regarding the fact that an LAR devalues everything that it goes around. This is so true especially in Walnut Grove. Please don't change the character of our neighborhood.

One last thought – please encourage McKinney to build out the arterials, particularly east and west. Currently there are NO arterials that connect Custer to Highway 75. There are three east/west arterials in the works but they really need to be built ASAP. If the north/south arterials were also expedited, traffic would be greatly relieved on 380 IMMEDIATELY!

Lynette Terrell

Delgado, Natali

From: Canavan, Lynn MD [REDACTED]
Sent: Tuesday, April 9, 2019 7:30 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Lynn Canavan, MD

COMMENT: As a physician at Baylor Medical Center of McKinney, I support Green alignment for access to our hospital.

I also support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

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Delgado, Natali

From: Lynn Ellis [REDACTED]
Sent: Thursday, April 4, 2019 11:53 AM
To: Stephen Endres
Subject: Fw: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

*Thank you,
Lynn Ellis*

[REDACTED]

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 9:36 AM
To: Smith, Chelsey
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

Get [Outlook for iOS](#)

From: Lynn Paul [REDACTED]
Sent: Friday, April 12, 2019 8:01:39 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Lynn Paul
[REDACTED]
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community

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NAME: LYNN ~~SMITH~~ TRIPP

ADDRESS: [Redacted]
CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

ADDRESS:

CITY:

Delgado, Natali

From: Mackenzie Ghaemmaghani [REDACTED]
Sent: Thursday, April 4, 2019 11:39 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Mackenzie Ghaemmaghani
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have a direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



MEETING COMMENT FORM

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

*We feel proposal E is the best. We feel
proposal E is the best for businesses in the city.*

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NAME:

Maddox

ADDRESS:



CITY:

U



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Madison Gilmore [REDACTED]
Sent: Thursday, April 4, 2019 8:13 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Madison Gilmore [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Furthermore, I would like to add that I was a volunteer for a few years at ManeGait and the impact ManeGait has on both the riders and the volunteer members is truly amazing. I would really hate to see the original location be torn down, especially for the risk of the business shutting down completely. Seeing the love these children have for the horses and all of the hard work people do to give back is inspiring and heart warming! Giving special needs children the opportunity to enjoy learning something new and enjoy the outdoors is incredibly important for them and this is such a special environment. So much time and care is put into training the animals and the people and maintaining this wonderful place and I would hate to see it uprooted from where it all began!



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS _____

CITY: _____



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Please Print

Please say 'NO' to 380 Expansion.

~~Please~~ choose Option Red B as the bypass route to 75.
 The numbers, in terms of actual cost (\$192M) alone should be reason enough (as compared to Red A & Red E).
 The disruption along 380 (if it is chosen) would be horrendous, expensive, and really, long term, how would any expansion of 380, beyond this development, ever be practical???

As a resident of Starbridge Ranch in McKinney, I DO NOT want to experience increased traffic, noise, most especially decreased property value, if 380 is expanded. A BYPASS would not only allow for improved traffic flow on 380, but would save ~~hundreds~~ millions of dollars, both at completion and in the distant future when inevitable development & traffic would ~~necessitate~~ necessitate further infrastructure development.

(Per Texas Transportation Code, § 201.811(a)(5)): check each of the following boxes that apply to you:

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Respectfully, Marcia Harding

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 16, 2014, and executed by FHWA and TxDOT.

NAME: Marcia Harding

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

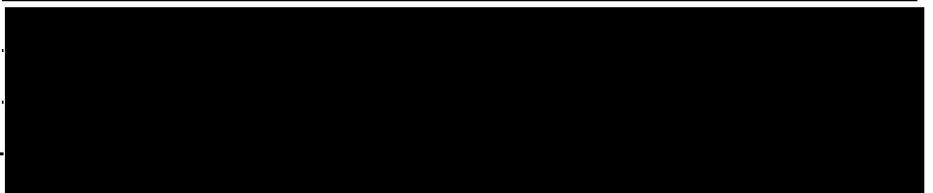
- I am employed by TxDOT
- I do business with TxDOT
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ADDRESS: _____

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NO BYPASS
↳ PLEASE WIDEN 380

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NAME: MARIA MERCEZ
ADDRESS: [REDACTED]
CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Marianne DeJong [REDACTED]
Sent: Thursday, April 4, 2019 2:35 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Marianne deJong, [REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School**

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Marjo Maisterra [REDACTED]
Sent: Thursday, April 4, 2019 1:56 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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NAME/ADDRESS: Marjo Maisterra

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



MEETING COMMENT FORM
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 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

I like the original Red option B over E, but either of these are better than the other alternatives. I am in-favor of a bypass route instead of focusing on 380 because of the lower overall impact, lower cost, and the additional throughput that a bypass provides through the County.

Please don't let the "No Bypass" supporters make your decision. They want the 380 only option just to keep the freeway out of their backyard. The West bypass routes, B or E, are the least disruptive overall.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Mark Bunker

ADDRESS: _____

CITY: _____





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Mark Fitzgerald

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

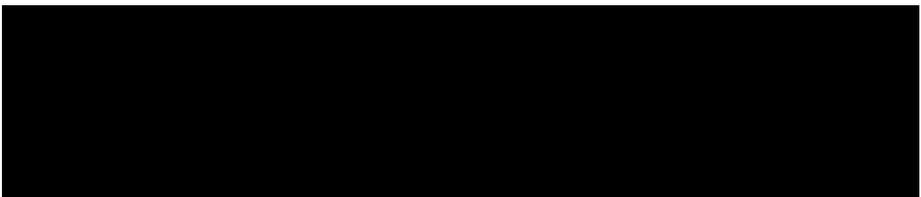
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**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Mark Johnson [REDACTED]
Sent: Tuesday, April 9, 2019 3:13 PM
To: Stephen Endres; Robin Johnson
Subject: US-380 MAPO Comment Form
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,
Please find attached form with my name and address.
As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option
Thank you

Mark Johnson [REDACTED]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Please Print

with the outer loop on the near horizon, has sufficient study been applied for the long-term benefit and VALUE of a bypass?

More effort should be focused on enhancing 380 for local traffic. The transportation traffic will be attracted to the outer loop.

There is a high probability the ~~the~~ bypass will not serve its ~~intended~~ intention once the outer loop is built, and will become expensive maintenance in 10 years

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Mark Jones

ADDRESS:

CITY:





MEETING COMMENT FORM

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

Just keep 380 on 380. If you didn't think
380 would be the next 635, but on 121 you are not
very bright. Nothing else will work

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

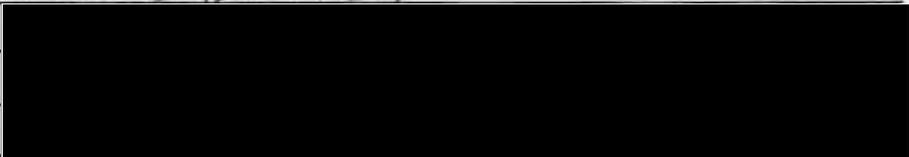
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NAME: Mark Wilson

ADDRESS:

CITY:



Smith, Chelsey

From: MARLA BISHOP [REDACTED]
Sent: Wednesday, April 10, 2019 9:01 AM
To: Stephen Endres
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Forgot to make sure you know who is sending this message

Marla Bishop
[REDACTED]
[REDACTED]

Begin forwarded message:

From: MARLA BISHOP [REDACTED] >
Subject: US 380 MAPO 3/28/19 Comment Card
Date: April 10, 2019 at 8:59:59 AM CDT
To: Stephen.Endres@txdot.gov

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. The other options for alignment would shut down this organization that is extremely valuable to our community.

Delgado, Natali

From: Marla Davis [REDACTED]
Sent: Thursday, April 4, 2019 1:41 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Cart

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

*I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would hurt the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, **ManeGait Therapeutic Horsemanship**. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional organization and the people with disabilities they serve"*

Marla S. Davis
[REDACTED]

Delgado, Natali

From: Marlene Diaz [REDACTED]
Sent: Thursday, April 4, 2019 11:27 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Marlene Diaz [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I support the 380 on 380 (Green) alignment. While construction costs may be more to upgrade the current 380, it does not disrupt people's lifetime homes or ^{have} the environmental impact that the by pass options threaten.

^(the green option) This is certainly going to impact business on 380, but history and statistics tell us that businesses will return bigger and better within a very short period of time.

Please consider that the same is not true of the environment or individual's homes and lives!

Please vote for 380 on 380 (Green) option!

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NAME: Martha DeAnn Pruett

ADDRESS: [Redacted]
CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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ADDRESS: _____

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**MEETING WITH AFFECTED PROPERTY OWNERS
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 8:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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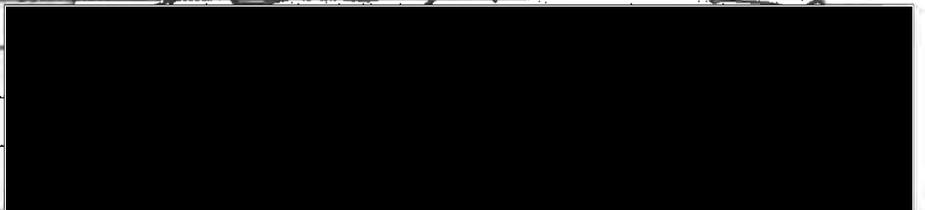
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NAME:

Mary E. Price

ADDRESS:

CITY:



Delgado, Natali

From: mary garcia [REDACTED]
Sent: Thursday, April 4, 2019 1:21 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mary Garcia
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Sent from my iPhone

Delgado, Natali

From: Mary Martha Stewart [REDACTED]
Sent: Thursday, April 4, 2019 8:39 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19. Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Mary Martha Stewart, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your consideration.

Mary Martha Stewart

Sent from my iPhone



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

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You can tell from my address that I am one of those affected property owners with the new red option E. I and my husband strongly oppose ANY bypass north of 380 and recommend improving the existing alignment of 380 at least from Prosper to 75. I understand this is viable and want this to be your focus going forward. Why do you want to destroy my neighborhood (Walnut Grove) that has existed for decades?

Please keep 380 on its current path solving the transportation issue with your engineering genius I know you have.

Sincerely
Mary Nugent

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

MARY Nugent

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Mary Sutherland

ADDRESS:

CITY:

Smith, Chelsey

From: MaryAnne King [REDACTED]
Sent: Wednesday, April 3, 2019 10:50 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

MaryAnne King
[REDACTED]
[REDACTED]

Please note, I strongly prefer RED Option-B as it appears it will have less impact on currently developed residential and business areas and once this work is undertaken and complete new development can occur in accordance with the new roadway structure.

Thank you,

MaryAnne King



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

*The Bypass (if needed) must stay far from Winosowly
Ranch. This community is full of children. Safety to our
children must be our #1 priority.*

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

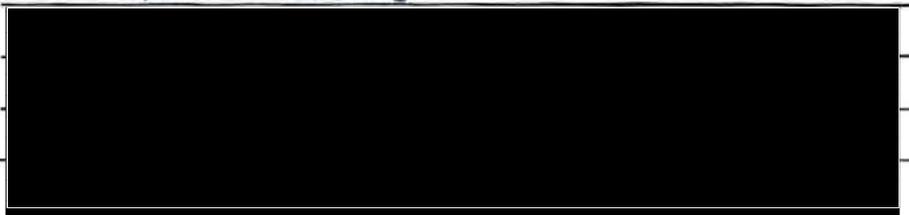
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: *Christy Holmes*

ADDRESS:

CITY:



Smith, Chelsey

From: Matt K [REDACTED]
Sent: Thursday, April 11, 2019 4:09 PM
To: Stephen Endres
Subject: US 380 MAPO, 3/28/19 comment card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Matt Kieffer
[REDACTED]
[REDACTED]

Stephen,

I support the GREEN alignment between Coit Road and FM1827 for the expansion of US HWY 380. It is the optimal and most efficient path for the east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent non profit organizations ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

We attend the Gala at the Gait every year and see how much good this facility does for the people that use its services. My daughter also volunteered there and it helps kids see they can make a difference in other people's lives as well.



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I'm a fan of Red E or Red B. Less impactful to my neighborhood, Tucker Hill, but also less impactful to commercial along 380 east of Custer.

It seems like a no-brainer to champion the least impactful choice. ~~Red A also takes that territory~~

~~and does another thing, the best scenario had regular~~

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: MATT LEAR

ADDRESS:

CITY:



Delgado, Natali

From: Matt Ludwick [REDACTED]
Sent: Tuesday, April 9, 2019 3:25 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,

Matt Ludwick
[REDACTED]

Delgado, Natali

From: Savoy [REDACTED]
Sent: Thursday, April 4, 2019 11:40 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: COMMENT:

Matthew and Debbie Savoy
[REDACTED]

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Thank you

Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 5:43 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Matthew Bott
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Matt Bott

Delgado, Natali

From: Matthew Cox [REDACTED]
Sent: Tuesday, April 2, 2019 6:56 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

My name is a Matthew Cox and we live at [REDACTED]

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Matthew Cox | District Manager





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print PLEASE, FIX 380 ON 380. PROSPER IS APPROPRIATE TO A BYPASS
OF ANY SORT. THE CURRENT REALIGNMENT IS GOING THROUGH
PROSPER WOULD BE DETRIMENTAL TO PROSPER'S TAX BASE BY
REMOVING NUMEROUS BUSINESSES AT 380 AND CUSTER. TAX
REVENUES OF \$14 MILLION WOULD BE LOST THROUGH THIS ALIGNMENT.
COUNTLESS EMPLOYEES OF THOSE COMPANIES WOULD BE
DISPLACED. ADDITIONALLY, THE BYPASS WILL NOT BE UTILIZED BY
COMMUTERS AS EXPECTED AS IT WILL TAKE DRIVERS OUT OF THEIR
WAY. FIX 380 ON 380!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: MARNEE J HAYES

ADDRESS:

CITY:

Smith, Chelsey

From: Matthew Gingerich [REDACTED]
Sent: Wednesday, April 10, 2019 8:26 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Matthew J Gingerich
[REDACTED]
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Matthew Storey

ADDRESS:

CITY:

Smith, Chelsey

From: Maureen Dudley [REDACTED]
Sent: Monday, April 8, 2019 9:08 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I recently moved to the McKinney area. As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road right in my neighborhood. The Green Alignment and Red Option-A will depress home values--including mine--in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. Please enact one of those two options.

Thank you for your consideration,

Maureen D. Dudley

[REDACTED]

[REDACTED]

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Megan Gordon [REDACTED]
Sent: Tuesday, April 9, 2019 8:40 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Megan Gordon
[REDACTED]
[REDACTED]

COMMENT:

I have read about the proposed alignments the Texas Department of Transportation is considering between Coit Rd. and FM 1827. I support the GREEN alignment for the expansion of US HWY 380. I believe it is the most efficient path for traffic through the cities of Prosper and McKinney, as well as the optimal choice. I believe a bypass is unnecessary. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Which provides services to children and adults with disabilities as well as veterans and first responders. Both Red Alignment B and E, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: melaine giordano [REDACTED]
Sent: Thursday, April 4, 2019 3:30 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Melaine Giordano listed below

COMMENT: "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Thank you for your consideration, Melaine

Melaine 'Tudy' Giordano MS, RN

Honor Flight DFW President

[REDACTED]

[REDACTED]

[REDACTED]

<http://www.honorflightdfw.org>





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

Melissa Bourne

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Melissa Bourne

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Melissa Whitecotton [REDACTED]
Sent: Thursday, April 4, 2019 11:55 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Melissa Whitecotton
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. By keeping the traffic on 380 you will be assuring a safer route for volunteers, clients and animals of ManeGait. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. My daughter has volunteered there for 5 years and she has witnessed the tremendous need this organization serves and the amazing impact it has on peoples lives. This is one of the most well run non-profits I have been involved with and it would be an unthinkable mistake to displace such an incredible charity.

Sent from my iPhone



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas
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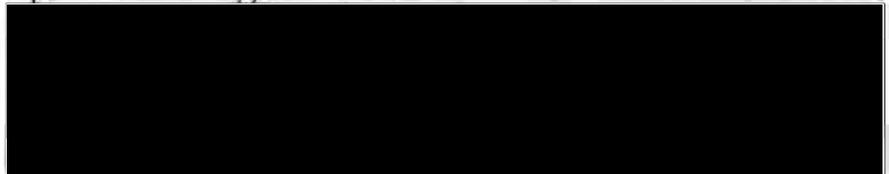
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NAME:

Melodie Burke

ADDRESS:

CITY:



Delgado, Natali

From: MICHAEL AND BRENDA ISTRE [REDACTED]
Sent: Thursday, April 4, 2019 5:09 PM
To: Stephen Endres
Subject: Mane Gait & 380

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to say that any bypass route that comes through or near Man Gait will be doing a large disservice to the area. They provide a much needed service to veterans, autistic children and adults and others that benefit from the therapeutic horsemanship facility. The noise level would be detrimental to the people using the facility.

Due to this I prefer the green option or Red alignment A. Mckinney wants a bypass so keep it in Mckinney.

Thank you for your time
Brenda Istre
Prosper resident

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Michael Blair [REDACTED]
Sent: Friday, April 5, 2019 11:19 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Michael Blair
[REDACTED]

COMMENT:

Stephen, for the life of me I cannot understand why we are considering building a road into the countryside as a bypass. Such a waste of land and negative impact on our properties.

Maybe you are in Austin and don't realize that this area the state wants to build into is beautiful private property. You have got to be kidding me. Someone in Austin who thinks this is a great idea doesn't live up here and has no idea the impact; it just looks interesting on paper. DO NOT DO THIS. It brings traffic and highway noise into new areas of the community! All of us who live here chose it because it is at the end of the metroplex and has a great feel – running highways through that area is STUPID. There is no other way to say it. Just build an overpass on an existing road like EVERYWHERE ELSE in Dallas. What are we getting "creative" out here??

I am **STRONGLY petitioning for the GREEN ALIGNMENT** which expands 380 onto the existing 380 corridors. You can call me anytime to discuss – [REDACTED]



MEETING COMMENT FORM
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Please Print

Thank you for all your time and effort on the 380 bypass issue.
I recommend bypass option B, west of Luster, as the least disruptive and least costly alternative. It will also be the least disruptive to homes and access to major neighborhoods.
The financial impact on the City of McKinney if 380 was to be widened from Luster to US75 is immeasurable but significantly higher than all other options.
PLEASE KEEP THE BYPASS WEST OF LUSTER.

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NAME: Michael Cosick
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING COMMENT FORM
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Please Print My name is Michael Galli and I own & live at the home located at [REDACTED]

I just invested hundreds of thousands of dollars to get away from a highway so that my family can live safely away from noise and air pollution while resting peacefully in Erwin Farms for many years to come. I made my investment in my family's future based on these facts, and now an intrusive alternate bypass option threatens that. Please think about the millions of dollars residents like me invested in this area based on these assumptions. Now please realize that the residents & businesses on US380 made these same respective investments and assumptions, but accepted doing so ON 380. I'm in support of an alignment that stays on the current footprint as planned.

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NAME: Michael Galli
 ADDRESS: [REDACTED]
 CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME: michael helton

ADDRESS:

CITY:



MEETING COMMENT FORM
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The new alignment 'E' still encroaches on the property of existing residential and future residential sites. The total disruption to future growth by moving 380 off of Hwy 380 has a greater negative impact on future growth and division of property. Expanding 380 on the existing Hwy 380 allows for cities to use the land that is being proposed for 380 realignment paths to benefit their future planned town growth. In summary Expanding Hwy 380 on the existing Hwy 380 is the best option for all involved.

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NAME: Michael Hennig
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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No — I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Michael Johnson

ADDRESS:





MEETING COMMENT FORM
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Please Print

RED OPTION
 B

is the best alternative
 to a bad situation

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

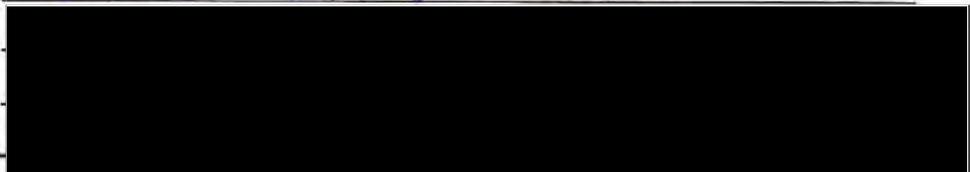
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NAME: MICHAEL KALTENBAUGH

ADDRESS:

CITY:



MB

Delgado, Natali

From: Michael Crowder [REDACTED]
Sent: Friday, April 5, 2019 9:04 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michael Crowder
[REDACTED]
[REDACTED]

Dear Stephen,

I hope that TX DOT will strongly co sided the Green Route or Option A as I don't want to affect the great work that Mainegate Therpeutic Horsemanship does for the local community. I also don't want major disruptions to my community for the benefit of only the residents and people who work in McKinney. I think it makes no sense to destroy existing businesses or lower property values in the Prosper area for the sake of convenience.

Thank you in advance for your consideration of these requests.

Sincerely,

Michael L. Crowder
[REDACTED]

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MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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NAME:

MICHAEL L. GREEN

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Michael Maus

ADDRESS:

CITY:



Smith, Chelsey

From: Michael S. Cook [REDACTED]
Sent: Wednesday, April 10, 2019 4:50 PM
To: Stephen Endres
Subject: US 380 MAPO Plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Red Option-B bypass alignment option**. This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive option when compared to the cost of the other alignments.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A**. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for the opportunity to offer my opinion and your consideration of my opinion.

Michael S. Cook, MAI, SRA



Michael S. Cook, MAI, SRA
Real Estate Appraiser, Broker and Consultant
P.O. Box 6070
McKinney, TX 75071

Delgado, Natali

From: Michael Smith (TMNA) [REDACTED]
Sent: Thursday, April 4, 2019 3:03 PM
To: Stephen Endres
Cc: [REDACTED]; Andrew Coetzee (TMS)
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Michael Smith
[REDACTED]

Delgado, Natali

From: Michael Sweeney [REDACTED]
Sent: Tuesday, April 9, 2019 9:25 AM
To: Stephen Endres
Cc: Sweeney Peggy Marie
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sir:

Please do not implement a bypass plan that has a negative impact on Mane Gait Therapeutic Horsemanship and will negatively impact many lives.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US Hwy 380.

Michael J Sweeney

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Mike Cue [REDACTED]
Sent: Monday, April 8, 2019 1:32 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Michael V. Cue
[REDACTED]

Smith, Chelsey

From: [REDACTED]
Sent: Wednesday, April 10, 2019 10:07 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please use my attachment as my stand on the US 380 bypass issue.

I really can not believe that anyone would believe that destroying businesses, non profit org., and homes along 380 would be better that a by pass that goes through mostly undeveloped areas. I understand that it does effect some homes and businesses on long the by pass route, but those are far fewer.

Michael Yon
[REDACTED]
[REDACTED]



MEETING COMMENT FORM
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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

380 is A great MAJOR ROAD that allows traffic to flow. Do NOT re-DIRECT TRAFFIC off 380. This does NOT improve TRAFFIC flow. The ENHANCEMENTS made @ Preston & the North DALLAS Toll Road ARE MUCH MORE Effective - Efficient ways to Move TRAFFIC.

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NAME:

Michael ZIMMERMAN

ADDRESS:



CITY:

Delgado, Natali

From: Michele Huiatt [REDACTED]
Sent: Friday, April 5, 2019 2:13 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Michele Huiatt - [REDACTED]

COMMENT: I support the Green Route of expansion of 380 on 380. It is the most efficient way to go east/west bound through the cities of Prosper and McKinney. Nobody wants to travel further out of their way, a straight shot on 380 is the most efficient of everybody's time. It would also preserve the beautiful land that people moved here for and save the ManeGait facility which is extremely beneficial in the community.

Sincerely,

Michele Huiatt



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

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NAME: Michele Lumley

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

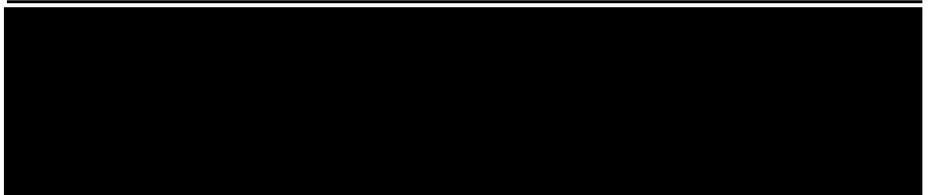
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NAME:

ADDRESS:

CITY:





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Please Print

I'm in favor of Red Alignment (A)

Thanks.

It's important to protect Manegait +
Farmhouse Fresh businesses.

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NAME:

Michelle Gombie

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses---

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arter

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Michelle Payne

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Collin County, Texas**
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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

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I am strongly in favor of the Red Bypass B. It is the option that offers the fewest disruptions to residential and commercial properties and makes the most financial sense.

It is obvious to me that a bypass is essential to maintain the ~~residential~~ homes and businesses along 380 and also provide an alternate to 380.

The city of Prosper is trying to not compromise any property at all but we know that this is a regional issue not a city one and the Red Bypass-B offers the fewest casualties.

Please consider my plea - Red Bypass B!

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NAME: Mike Allcorn

ADDRESS:

CITY:



MEETING COMMENT FORM

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Prefer Red option B only
NO to Red option E
NO to Red option A - overloads 380
and just adds to the Custer/380
intersection mess

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NAME: MIKE BELL
ADDRESS: [REDACTED]
CITY: [REDACTED]

Delgado, Natali

From: Mike Bundick [REDACTED]
Sent: Monday, April 1, 2019 4:32 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks for your consideration.

Mike Bundick
[REDACTED]

This message contains information which is privileged and confidential and is solely for the use of the intended recipient. If you are not the intended recipient, be aware that any review, disclosure, copying, distribution, or use of the contents of this message is strictly prohibited. If you have received this in error, please destroy it immediately and notify us at PrivacyAct@torchmarkcorp.com.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



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Keep 380 on 380. Answer to the will of the majority and not a handful of politically connected people. Do not upset people's lives and homes. McKinney should not have allowed businesses nor homes to locate so close to 380. Poor planning on the developer - (money#)

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NAME: *M. K. [Signature]*
ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Mike Kohl [REDACTED]
Sent: Wednesday, April 3, 2019 1:55 PM
To: Stephen Endres
Subject: Proposed Wording for US 380 MAPO Comment Form

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Mike Kohl
[REDACTED]

Sent from my iPad



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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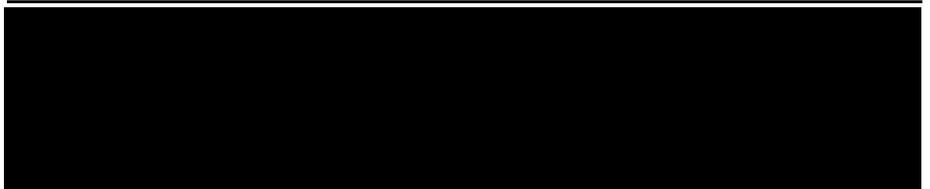
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NAME:

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Please EXPAND the Highway ON 380 AND DO NOT CREATE A BYPASS. I understand that there are business that will be affected and they will be able to relocate. There are hundreds of homeowners that purchased their house for their families. THEY chose a location AND to have a 6 LANE Freeway in their backyard a vicinity will affect their VALUES & LIFESTYLES. Homeowners that purchased in Tucker Hill + the North side of Stonebridge were aware there are close to a highway when they made THE DECISION. STAYING ON 380 is the best, most economical ALTERNATIVE

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

MIKE Shepherd

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:

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I do business with TxDOT

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NAME: Mike Vinson

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

WE LIVE IN WALNUT GROVE ON CUSTER RD. AND DO NOT WANT ANY BYPASS. OPTION "E" WOULD WIFE OUT MY HOUSE AND PROPERTY VALUE AND ~~THAT~~^{THOSE} OF MY NEIGHBORS.
WIDENING 380 ^{ON 380} IS THE BEST-LONG TERM, WOULD TAKE OUT BUSINESSES SHORT TERM, BUT WOULD PROVIDE FAR GREATER BENEFITS LONG TERM.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: MIKE WILES (CINDY)

ADDRESS:

CITY:



Smith, Chelsey

From: Mikka James [REDACTED]
Sent: Sunday, April 7, 2019 1:03 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Mikka James [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPhone

Smith, Chelsey

From: Mitch Phillips [REDACTED]
Sent: Friday, April 12, 2019 12:25 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Mitch Phillips

COMMENT: I support the green alignment in Prosper and McKinney. I live in Whitley Place and purchased my house in the neighborhood because we knew where they proposed the highways to be. The green option is the fastest from point A to B. Also, McKinney's lack of planning on 380 should not make Prosper suffer. Thirdly, some of the alignments would affect schools that Prosper ISD has planned for. Fourthly, the bypass options would effect Main Gait, a prominent non-profit. The bypass options also affect the distance between highways when the new Collin County loop is built(not being the suggested 5 miles apart). In summary, the green route through Prosper and Mckinney makes the most sense.

Thank you,

Mitch Phillips
[REDACTED]
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

MITCHEL MIZE M M.D.

ADDRESS:

[Redacted address information]

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I SUPPORT FIXING 380 ON 380 AS A REAL ESTATE PROFESSIONAL & RESIDENT OF THIS IMMEDIATE AREA FOR 13 YRS NOW, 380 HAS TO BE MODIFIED FROM ITS CURRENT STATE AND A BYPASS IS GOING TO BE USELESS. MORE HARM THAN GOOD AND WONT FIX 380S ISSUES OR REALLY EVEN ALLEVIATE THEM TEMPORARILY

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: MONICA QUIROS

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



To see favorites here, select ☆ then ☆, and drag to the Favorites Bar folder. Or import from another browser. [Import favorites](#)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E. These options are the least disruptive to existing businesses and homes and the families living in the area. They are also the least expensive options when compared to the cost of the the Green Alignment. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a highway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ exisiting streets including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of jobs and homes that cannot relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating tax revenue. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between St. Louis Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-E is the best option to improve traffic flow in our corridor while also preserving the economic and residential character of the area.

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NAME: Nancy and Randy Ball

ADDRESS: [REDACTED]

CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
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Please Print

We are very concerned about the bypass running too close to Whitley Place. The noise & disruption to our development, not to mention the increased crime that a freeway brings is not acceptable to us. We therefore must say we don't think the new segment you've proposed (E) solves the problem. It only causes problems for us. We ask you to keep 380 on 380

Charney Evelyn

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

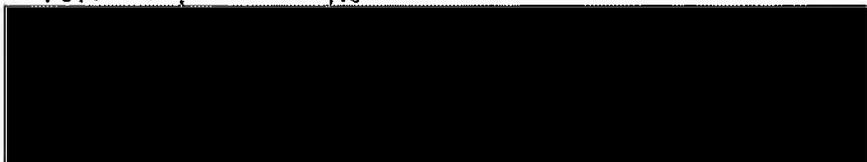
- I am employed by TxDOT
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NAME: Nancy Evelyn

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

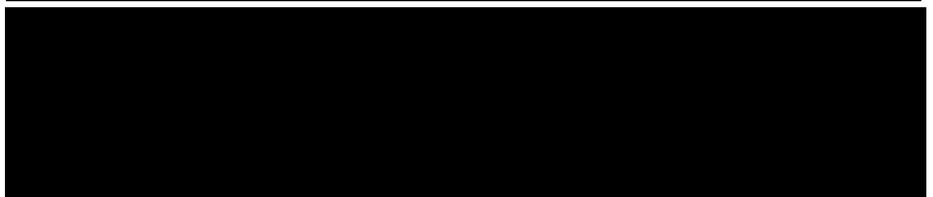
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____



Delgado, Natali

From: Nancy J. Murphy [REDACTED]
Sent: Thursday, April 4, 2019 6:15 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Nancy Murphy

COMMENT: in favor of the Green Option.

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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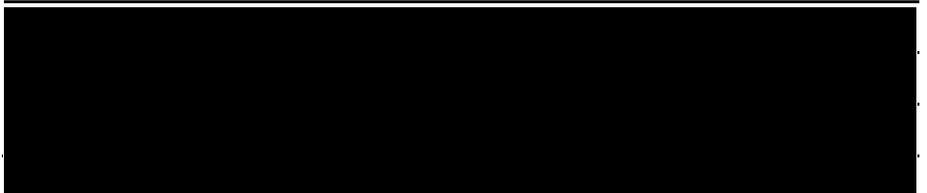
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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 9:05 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Nancy Kearns
[REDACTED]

COMMENT:

We support the green alignment! Keep 380 on 380 and keep Manegate safe do it can continue helping so many children and veterans!

Sent from my iPhone

Delgado, Natali

From: Nancy Lawrence [REDACTED]
Sent: Saturday, April 6, 2019 3:25 PM
To: Stephen Endres
Subject: I support Red B or E bypass for 380 alignment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

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Thank you,
Nancy Lawrence
[REDACTED]



MEETING COMMENT FORM

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Collin County, Texas

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Please Print

- No BYPASS

- No CUTTING Through
Neighborhoods

- Widen 380

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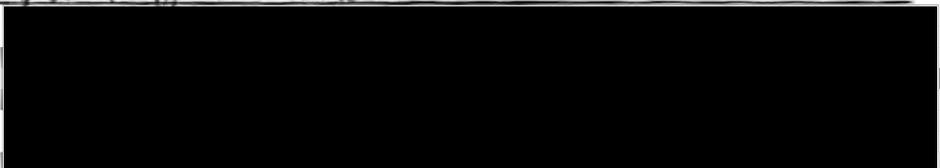
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NAME:

Nancy Lowmader

ADDRESS:



CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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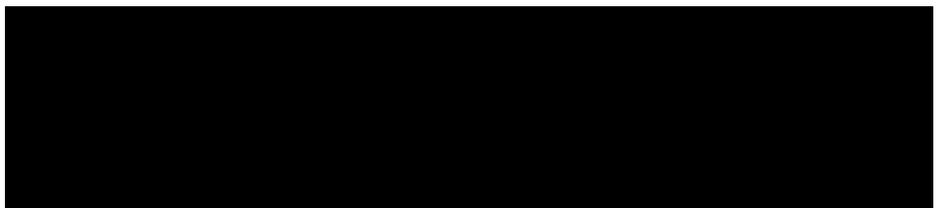
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NAME: Nancy Matz

ADDRESS:

CITY:





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Please Print

380 should be fixed on 380 in its current alignment. the entire "Bypass" idea makes no sense ~~any sense~~ to most because the green alignment (fix on 380) scores higher from a safety aspect, most drivers are headed south to get to 75/south and won't take a Bypass going in the opposite direction and the number of homes you would impact is outrageous. the town of Prosper will NEVER agree to this. Please fix 380 on 380. It only makes sense.

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NAME:

Nancy Stogsdill

ADDRESS:

CITY:



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Please Print *Natalia F. Page*

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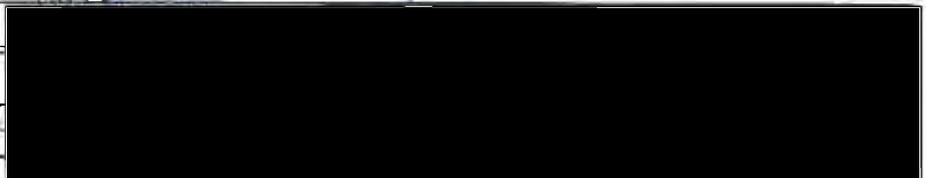
- I am employed by TxDOT *no*
- I do business with TxDOT *none apply*
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NAME: *Natalia F. Page*

ADDRESS:

CITY:



Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 8:53 AM
To: Smith, Chelsey
Subject: Fwd: 380 Alignment Options: My Opinion

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From: Neeraj Chaurasia [REDACTED]
Sent: Saturday, April 13, 2019 5:49:02 AM
To: Stephen Endres
Cc: Pritee
Subject: 380 Alignment Options: My Opinion

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

I am Neeraj Chaurasia, living in Robinson Ridge (North). I would like to share my view on proposed two 380 alignments.

I bought this house around 2 years back and selected this area so that i can live at a peaceful place with out traffic noise and lots green space. After looking the proposed 380 bypass option it looks like that highway will pass just 100-200 meters from my house. It will be very difficult to live in this noisy environment.

Also I feel that in case of 380 bypass there will be lots of hops (Not straight road), which will increase commute time/distance.

380 bypass will also affect many families and communities living in affected arias then improving existing 380.

I would also like to add that due to 380 bypass my house prices will go down and I will be in loss once 380 bypass will be constructed.

To conclude, I would like to register my vote for improving existing 380 alignment and not to go for 380 bypass.

Sincerely,
Neeraj Chaurasia
[REDACTED]



Delgado, Natali

From: Nelson W Smith [REDACTED]
Sent: Thursday, April 4, 2019 11:34 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Though I am a resident of Stonebridge Ranch, I do not agree with their proposals. SRCA has spent a lot of money, money taken in from dues that I pay, to lobby for different routes. Several of their suggestions are not taking into account the impact it will have on other communities and non-profits. They have a selfish goal, and quite frankly I don't believe their concerns of a negative impact on Stonebridge Ranch are founded.

Though I know it is more costly and will impact businesses that have built out close to the current 380 HWY, I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. To me it is a more optimal street, and quite frankly provides access to the new HWY to more individuals. The Red paths to me really provide little improvement in traffic since it in essence bypasses a good section of HWY that already has heavy traffic. The green path is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

*BR/
Nelson Smith*



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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School

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Mike Potts

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NAME: *Mike Potts*

ADDRESS:

CITY:

Smith, Chelsey

From: Nicholas Pitts [REDACTED]
Sent: Thursday, April 11, 2019 4:18 PM
To: Stephen Endres
Subject: US 380 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am sure you have had a wonderful time sifting through the emails related to each proposal for the potential bypass. I am a resident of northern McKinney (StoneBridge Ranch) & would like to cast my vote/opinion.

I vote for Red Alignment B

It has the least impact on home/business owners and bypasses the largest chunk of HWY 380. Not to mention, this option should reduce the daily headache of commuters once construction starts.

I wish you the best of luck!

In Good Health,
Nicholas Pitts

Smith, Chelsey

From: Nick Abbott [REDACTED]
Sent: Wednesday, April 10, 2019 12:21 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Nick Abbott
[REDACTED]
[REDACTED]
[REDACTED]

COMMENT:

Stephen, for the life of me I cannot understand why we are considering building a road into the countryside as a bypass. Such a waste of land and negative impact on our properties.

Maybe you are in Austin and don't realize that this area the state wants to build into is beautiful private property. You have got to be kidding me. Someone in Austin who thinks this is a great idea doesn't live up here and has no idea the impact; it just looks interesting on paper. DO NOT DO THIS. It brings traffic and highway noise into new areas of the community! All of us who live here chose it because it is at the end of the metroplex and has a great feel – running highways through that area is STUPID. There is no other way to say it. Just build an overpass on an existing road like EVERYWHERE ELSE in Dallas. What are we getting "creative" out here??

I can tell you from my experience in Utah that getting creative in these Rural parts just creates more headache. Stick with the plan that works.

I am **STRONGLY petitioning for the GREEN ALIGNMENT** which expands 380 onto the existing 380 corridors. You can call me anytime to discuss – [REDACTED]

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 9:33 AM
To: Smith, Chelsey
Subject: Fwd: 380 MApo

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From: Nick Nordman [REDACTED]
Sent: Friday, April 12, 2019 10:24:00 AM
To: Stephen Endres
Subject: 380 MApo

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen

I know we have talked on the phone and also thru email throughout the 380 process. Wanted to send this email to further state my position on the last meeting. I am in support of the green route as this will save not only the viability of the north west corner as a much need tax base for the city of Prosper. Prosper does not have the population nor the land for a commercial tax base that the city of Mckinney does. This will be detrimental to the tax base and tax burden for the residents of prosper not to mention Prosper isd. Also the bypass routs B and E take out Maingate. While you might say E does not take them out it truly does and they will not be able to offer their services to the people who need it most. This is not just a building that they can relocate they need the land to make their mission work.

Nick

--



[REDACTED] www.thenordmangroup.com

[REDACTED]
The greatest compliment that we can receive is your referral!

*Emails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties.

[Texas Real Estate Commission Consumer Protection Notice](#)

[Texas Real Estate Commission Information About Brokerage Services](#)





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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NAME:

Nicole Middleton

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
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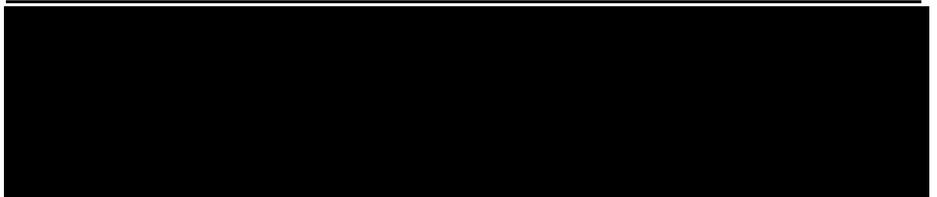
- I am employed by TxDOT
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NAME:

ADDRESS:

CITY:



Proposed Wording for US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

Comments:

1st option: widen 380

No traffic on 380 will exit to
a Bypass through Walnut Grove!

~~If~~ You Really want to make a difference

2. Recommendation:

Connect to Prosper trails at Coit Rd. with (4 lanes)
East past Custer Rd on Bloomdale Rd.
all the way to 75 by the Court house.

3. Recommendation:

Widen Frontier Pky (FM 1461) (4 lanes) from
289 around to connect with Bloomdale

Note: Recommendations 2 and 3 would take most if
not all Prosper traffic, Cal. wa traffic and
a lot of Rural Denton County traffic
off of 380 to McKinney.

also Recommendation 2 would service
the 145 acres at (CR 123 & 124) scheduled
to be covered with apartments. also
would service all of Aikman property
on North side of Bloomdale Rd
also scheduled for multiple family
housing. It would also service the
future Prosper High School Campus already
purchased from Aikman property.

Thank you for Read



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PLEASE DON'T COUNT THE SEA OF RED SHIRTS AS
IMPACTED CITIZENS. THE MEETING IS INTENDED FOR
PROPERTY OWNERS WITHIN 1000S OF 380 -

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WHEN WILL THERE BE A PUBLIC HEARING ON THE NEW PROPOSAL?
SO THE ONLY CHANGE IS A SHARPER TURN TO CUSTER, SO IT NOW 'ONLY'
GOES THROUGH LOWES CORNER IN PROSPER. WHY DO YOU THINK THIS A
BETTER OPTION. THIS IS INTENDED TO BE A BYPASS FOR MCKENNEY & WHY GO
THROUGH PROSPER AT ALL? AND WHY DO WE NEED A BYPASS ANYWAY?
THE OUTER LOOP IS ONLY A COUPLE OF MILES FURTHER NORTH. WHAT IS WRONG
WITH 380 and the OUTER LOOP as the BYPASS FOR 380? DONT
UNDERSTAND THE NEED EXCEPT ~~JUDGE~~ JUDGE SELFISH DONT
WANT ANYTHING PASSING BY HIS HOUSE. JUDGE SELF IS A JERK
AND TXDOT IS IN HIS POCKET HOW MUCH DOES TXDOT CONTRIBUTE
TO HIS REELECTION CAMPAIGN??

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ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

As a homeowner and citizen of McKinney, TX., my preference for the 380 alignment would be Red Option-B or as a second choice Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I totally OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes would decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

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The interchange at 289 / tollway seems to work well now the project is complete. The tollway as an exit makes a great deal of sense. It seems logical that the same concept would be beneficial all along 380 going East from the tollway particularly at 75. Each major road (ie Lake Forest) could be an exit and some of current 380 could function as a service road in order to continue to access the businesses along 380 easily.

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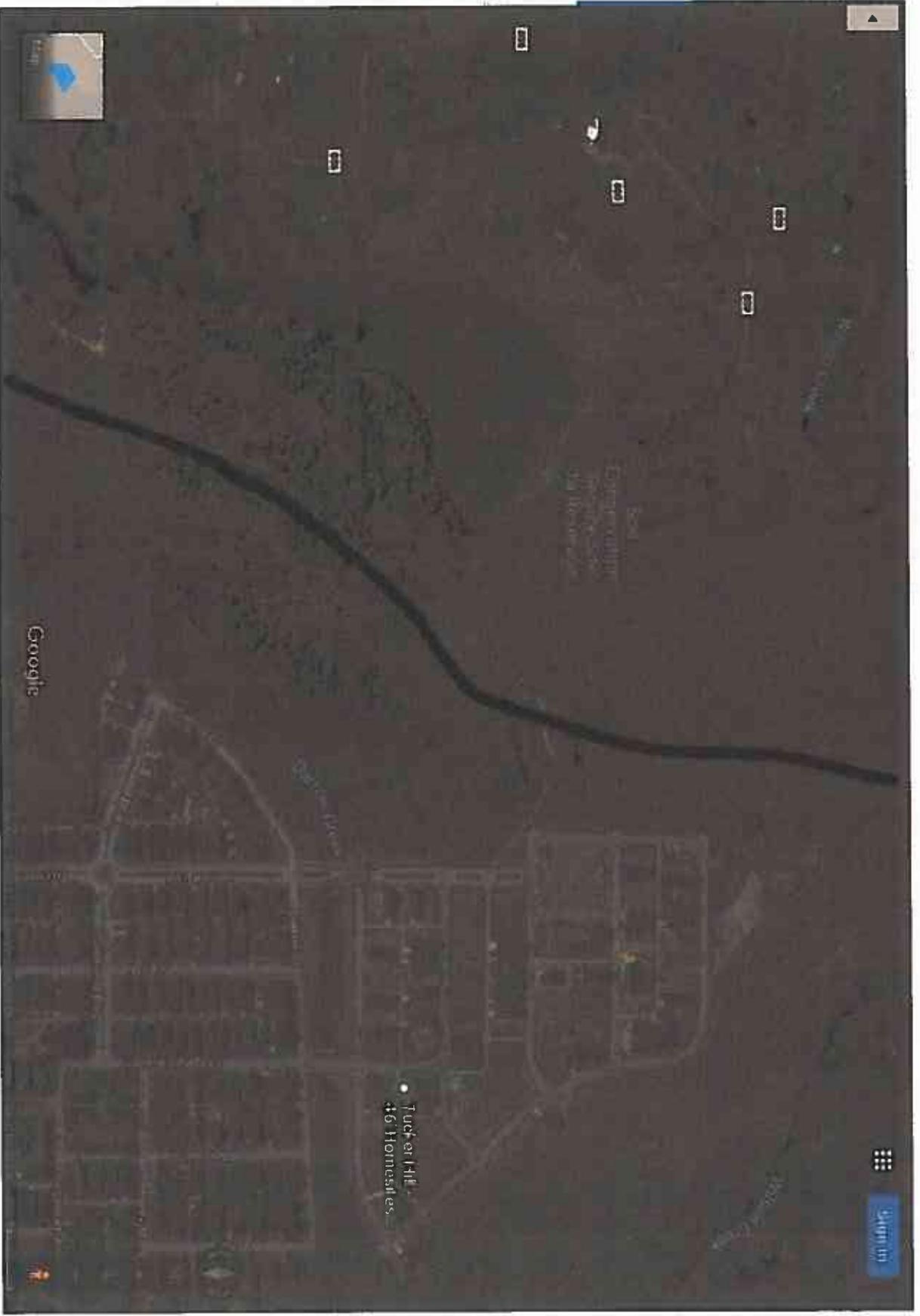
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NAME: Resident of Walnut Grove

ADDRESS:

CITY: STATE: ZIP:

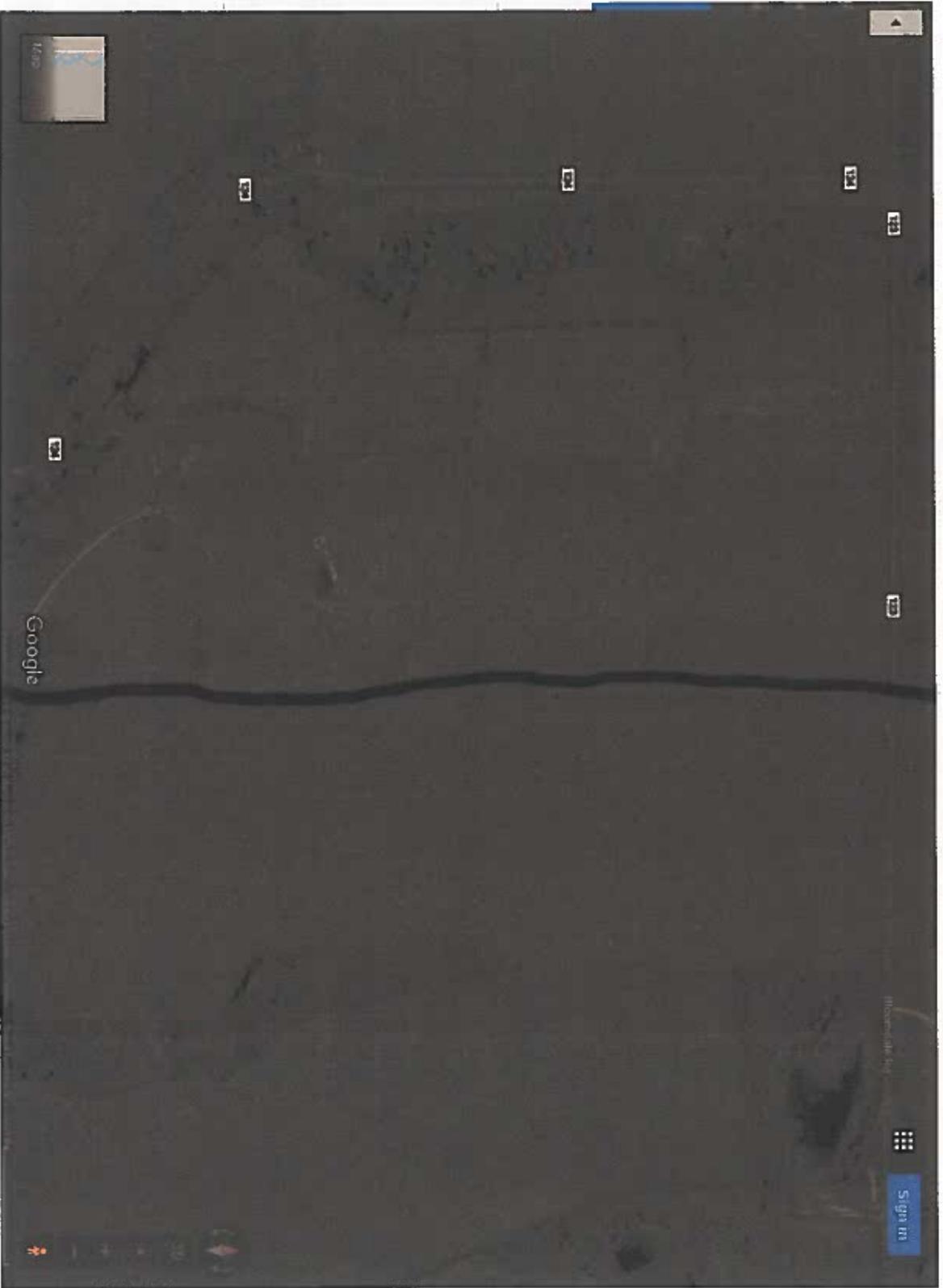
Cut North between the IaReservoir and Tucker Hill.



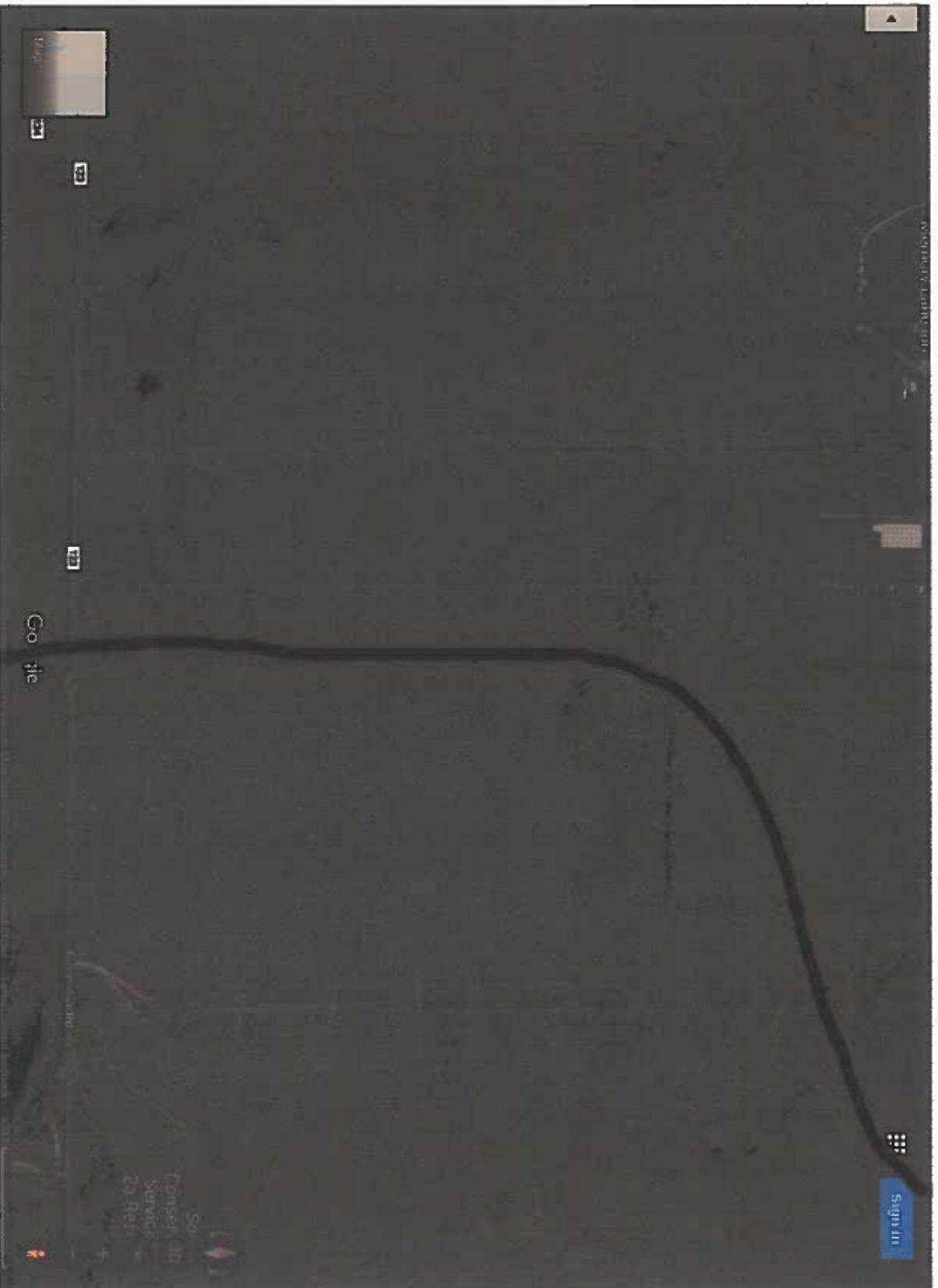
North between the two homes on FM124 and trying to follow property lines in the field boundaries.



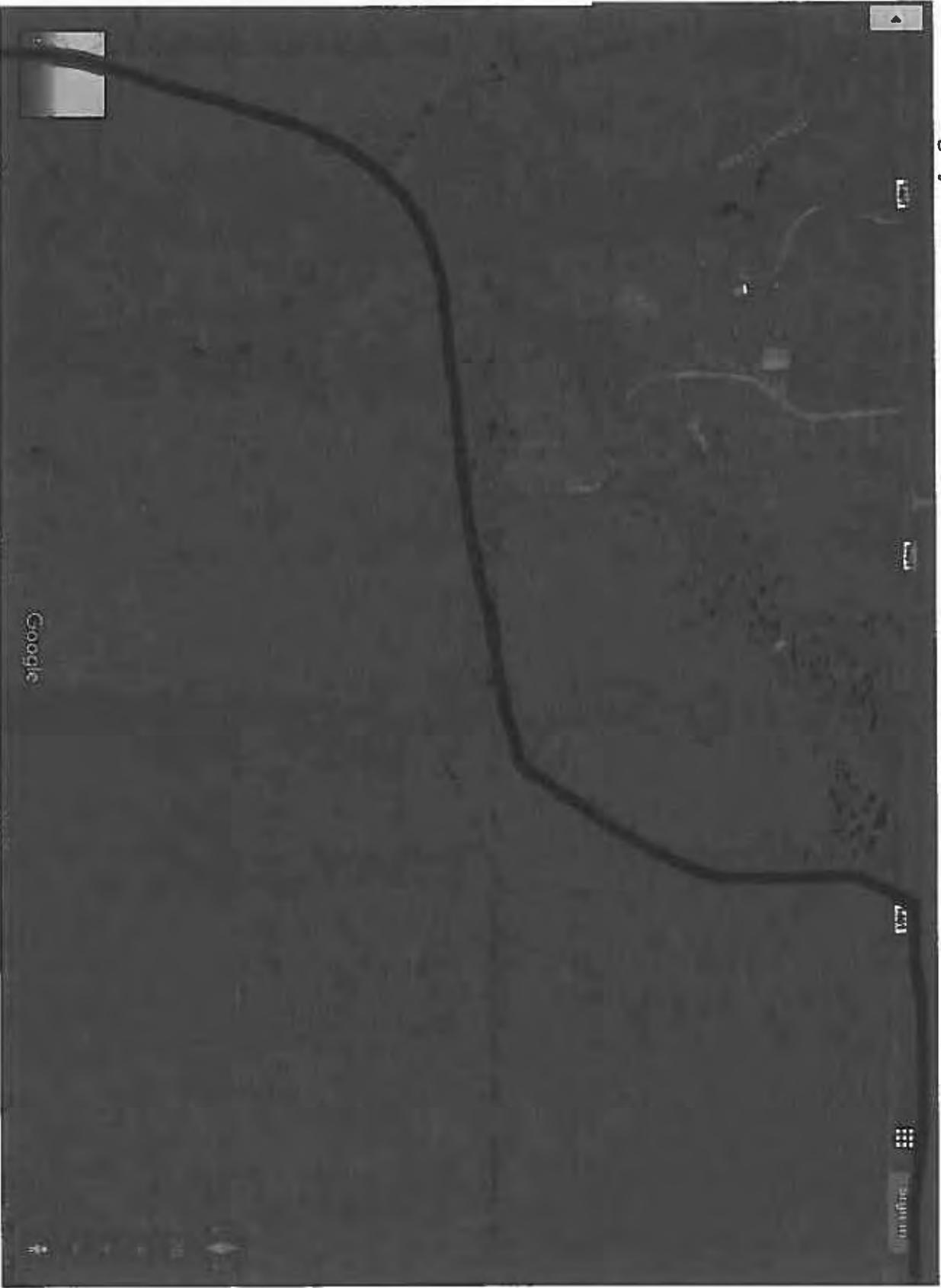
Going North trying to stay on prosperity boundary lines.



This property is cut in half due to the 2a reservoir.



Now this will get you to FM1461 and then East to US75.



No Saturday and Sunday I drove US380 to US75 and there was a minimum number of cars on road compared to the traffic on Monday thru Friday. The individuals living in the communities West of Collin County are trying to get to US75 to go to work in Dallas. Instead of trying to increase the size or the number of roads going West to East why do we not increase the roads number of roads going North to South from Denton County. This would resolve the problem West to East and fix the North to South problem. This may be accomplished by increasing the size of the North Dallas Toll Road or tunneling under the Toll Road.

If another loop is needed we may need to do what has been done in the past. Beltline was the loop around Dallas and five other counties, then 635 loop across the North Dallas expanding northward and then five miles North the Bush increased our northern direction, and in another 5 miles we now have 121 which extends from one side of Dallas to the other, but 380 five miles North of 121 was a main highway between Denton and Greenville to connect 30 and 35. If we need a new loop it should be at least five miles North of Denton, McKinney, Princeton, Farmersville, and Greenville or somewhere North of these cities and South of 82.



Smith, Chelsey

From: kipper5634 <[REDACTED]>
Sent: Friday, April 12, 2019 2:02 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Nolan Kipp
[REDACTED]

COMMENT:

I strongly prefer the green alignment and building a freeway on the existing road. I understand that McKinney needs a concrete plan for current 380 highway, but a bypass seems like a short term solution for a long term problem.

Regards,

Nolan Kipp
[REDACTED]
[REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone



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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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[Redacted area containing personal information]



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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: OJ TASTESGOOD [REDACTED]
Sent: Thursday, April 4, 2019 5:41 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Piper Fakkell and I am a rider at ManeGait. I live at [REDACTED]. It takes about 10 minutes to drive to my therapy from there. ManeGait is most convenient time wise in the location that it's in. With that being said, I fully support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Please don't move the location of my therapy at ManeGait!



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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 3:31 PM
To: Stephen Endres
Cc: Pam Hatch-O
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Pamela Hatch
[REDACTED]
[REDACTED]

To: Mr. Stephen Endres, TXDOT

Mr. Endres,

I am compelled to add my voice to this significant debate about the potential options for routing the growing volume of traffic through the cities of McKinney and Prosper. I used to be a McKinney resident but now live in Frisco. I travel US HWY 380 on a regular basis to The Samaritan Inn and ManeGait Therapeutic Horsemanship where I volunteer. As I look at the various options I want to voice my support for the GREEN alignment. Certainly there is some personal interest because ManeGait has been an important part of my life for the last 11 years – I have witnessed many minor to amazing miracles with the families and riders served by this program. I also have grown to love the open spaces and beauty of the open country around the communities along this corridor. It seems to me that using the path already established by 380 is by far a better choice versus adding yet another ribbon of highway through that open land and the likely commercialism that will follow. And of course I like the GREEN option because it preserves ManeGait and it's amazing program within easy reach of the surrounding cities and neighborhoods.

Thanks for listening to me
Sincerely
Pam Hatch



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS _____

CITY _____



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We have been PROUD TEXANS for over 15 years—choosing to move to a RURAL community and being part of the positive Efforts for years to make Prosper and Collin County and North Texas the DESIRED destination it has become.

The future of North Texas is at stake—not only our Town! Keep 380 on 380 AS WAS intended when thoroughfares were mapped out in the planning of this Region. Every homeowner or business who's chosen to live on/ or near 380 knew what they were getting. DO NOT negatively impact

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

the generations of residents and business owners who believe your plans were Truth. #Keep Main Gate #Keep what grows #Keep Lanes.

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NAME: PAMELA NISHIMOTO

ADDRESS: [Redacted]

CITY: [Redacted]

#Keep prosper
#Keep 380 on 380
suggested
your plans encroach
ON ALL of our
lives. The only viable option is keep 380 on 380.



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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Please Print

vehicular 3-28-2019
The violently dangerous accident TODAY
on 380 is one more reason to keep
380 on 380. Do not move the masses
of traffic to bulldoze through small
communities, established businesses, thriving
~~and~~ neighborhoods, local schools, non-profits,
like MANEGAIT. We do not want increased
dangers. Spend the time and money making
your existing 380 less of a death trap. ~~It is~~

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you.

- I am employed by TxDOT
 - I do business with TxDOT
 - I could benefit monetarily from the project or other item about which I am commenting
- lost several friends already on 380.
Respectfully
keep 380 on 380

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 16, 2014, and executed by FHWA and TxDOT.

NAME: Pamela Nishimoto

ADDRESS: [Redacted]
CITY: [Redacted]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
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Please Print

I strongly support improving 380 (as it is in need of improvement whether or not a bypass occurs). Fixing 380 only (no bypass) aligns with the current footprint as planned in McKinney, Prosper, and Frisco and has significantly less impact on residential homes and families.

NO BYPASS!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Pamela Sherry

ADDRESS:

CITY:



MEETING COMMENT FORM

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I live in Prosper. We are still in our infancy while McKinney has tons of commercial builds. You hurt Prosper by trying to take our future commercial lands. McKinney has a lot of ETJ that can be used. They should have done something about 380 long ago. Instead, they allowed businesses & home developments to build almost right up to 380. Please do not punish Prosper for McKinney & Tucker Hill developers bad decisions.
Thank You -

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NAME:

Pat & Row Justice

ADDRESS:



CITY:

Delgado, Natali

From: Patricia deLeon <[REDACTED]>
Sent: Thursday, April 4, 2019 10:25 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Patsy Rowley
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you!

Sent from my iPhone



MEETING COMMENT FORM

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ManeGait will not be able to continue to operate with either Red option - it will not be safe for our riders to be mounted on horseback in such close proximity to 2 major roadways (sandwiched in between). Children with autism will no longer be able to receive therapeutic benefit in this environment and this is the majority of our client base! Option E does nothing to help ManeGait and negatively impacts so many people!

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NAME: Patricia Nelson (ManeGait)

ADDRESS

CITY



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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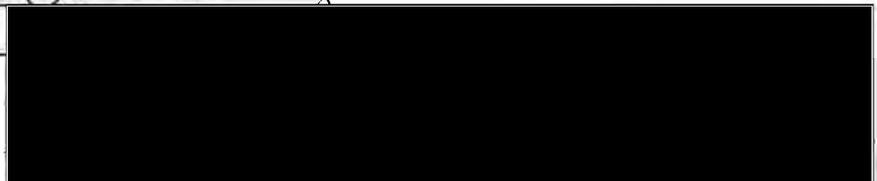
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NAME:

Patricia Singer

ADDRESS:

CITY:





MEETING COMMENT FORM
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Please Print

I support Bypass Red B
Please do not widen 380
We now hear that Darling Homes
is not in support of a bypass near
their property and that TxDOT
capitulated by redrawing a
new alignment = Red E.
You can go with either option
so long as you do not widen 380

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NAME: PATRICK STANDISH
ADDRESS: [REDACTED]
CITY: [REDACTED]

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

Fold Here

NORTH TEXAS TX PERDC
DALLAS TX 750
29 MAR 2019 PM 5 L



RECEIVED TXDOT - DAL
APR - 2 2019
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-664399



Delgado, Natali

From: Patrick Ollila <[REDACTED]>
Sent: Thursday, April 4, 2019 2:19 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Patrick Ollila
[REDACTED]

Our family of 5 support the GREEN alignment KEEPING 380 ON 380.

We moved here last year to WillowWood community because of the surrounding area wetlands, which we assumed because of the flooding and wildlife habitat would be safe from development.

The bypass would directly cut through the edge of our neighborhood, displacing homes and creating significant property value decline, noise and traffic pollution as well as ruining a very large swath of natural habitat/beauty along the bypass.

Please keep 380 where it already exists so we keep Mckinney UNIQUE BY NATURE.

Thank you!!!

-Patrick, Alicia, Jonathan, Samantha, Ian.



MEETING COMMENT FORM
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 Collin County, Texas
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The current proposal for 380 should and always should have been focused on the GREEN ALIGNMENT. The city of Prosper + McKinney should not have to fight one another for the lack of foresight into the growth of both Frisco, McKinney, & Prosper. The division that this has caused is absurd. Keep 380 on 380 as not to cause any more friction between communities. The loss of Laves, Main Gate, Farmland, forever homes ranches, and subdivisions that specifically moved to the county to be in the county. Please think about your decisions before making a monumental mistake.

Paul Hill

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NAME: *Paul Hill*

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Paul Riddle <[REDACTED]>
Sent: Monday, April 8, 2019 1:37 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card Green Alignment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Paul Riddle, Owner/Publisher ON Magazine

COMMENT: Dear Sir, I am writing as a Collin County resident and business owner who has for the last decade supported the mission of ManeGait. Please consider the Green Alignment for the 380 Project, expanding the existing 380 corridor as it currently exists, with no bypass through the ManeGait property.

ManeGait has made a huge impact in our community through their empowerment of children and people with special health needs, and it would be a huge shame to see their work destroyed.

Thank you for your consideration.

Paul Riddle
[REDACTED]

www.onmagazine.net

ON Magazine

www.onmagazine.net

Cover Gallery . Art . Fashion

GREEN Alignment would expand 380 on the existing US 380 corridor. **This would have no impact on ManeGait's operations AND preserve the peace and beauty of our surrounding community.**



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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NAME:

ADDRESS:

CITY:





MEETING COMMENT FORM

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Please Print

Unfortunately, the proposal of yet another Bypass alignment (Option E) indicates that TXDOT is not listening to their own October survey where the majority of respondents said Fix 380 on 380. Prosper Town Council opposes any option thru Prosper, and I personally oppose ~~any~~ any bypass option. 380 will still require improvement, regardless of a Bypass option and should be ~~be~~ factored economically into the cost estimates of All Bypass solutions. ~~What is~~ How does the Outer Loop impact usage of any Bypass?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

PAULA BODINE

ADDRESS:

CITY:

Delgado, Natali

From: Paula Browning White <[REDACTED]>
Sent: Thursday, April 4, 2019 2:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Paula Browning White
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Rd and FM 1827 for the expansion of HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
Paula Browning White

Sent from my iPhone

Delgado, Natali

From: Paula Murdock <[REDACTED]>
Sent: Wednesday, April 3, 2019 6:55 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My neighborhood and home will be effected by widening 380. While it is true we purchased a home near 380 never in our wildest thoughts did we think it would end up being a freeway. With the city and the area growing why would the freeway not be placed where more homes and businesses will be going?

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you VERY concerned homeowner

Paula Murdock
[REDACTED]

Delgado, Natali

From: Peggy Sweeney <[REDACTED]>
Sent: Tuesday, April 9, 2019 9:23 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

TO: Stephen Endres@txdot.gov

FROM: Peggy Sweeney

SUBJECT: US 380 MAPO 3/28/19 COMMEND CARD

DATE: 4/9/19

I have known of the Mane Gait ministry for many years. This is an unusual giving ministry helping many adults and children.

I would like to support your two proposals that would protect and contain this ministry. GREEN Alignment and RED Alignment A.

Thank you for your consideration.

Sincerely,

Peggy Sweeney

[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME:

Phil Bowen

ADDRESS:

CITY:



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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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~~we~~ support Red E option
we

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NAME: Qi Yu & Siyuan Lu
ADDRESS: [Redacted]
CITY: [Redacted]



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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME: Rachael Kissel

ADDRESS:

CITY:



Smith, Chelsey

From: Rachael Kissel <[REDACTED]>
Sent: Wednesday, April 3, 2019 10:54 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,

Rachael Kissel

[REDACTED]

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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The new bypass option will go through Prosper, Texas. The Prosper city council has voted against this. Additionally, the new bypass option will demolish Lowe's, a major business tax contributor of Prosper as well as a business that supports our veterans. TXDOT ~~refused~~ continues to favor McKinney mayor Fuller + the residents of Tucker Hill and Stonebridge Ranch and fails to acknowledge other communities along 380. It is very interesting that Mayor Fuller is the President of Stonebridge Ranch Commercial Association and is using his role as the Mayor of McKinney to benefit his financial interests and investments with the help of TXDOT. These TXDOT bypass options are leaving citizens to conclude that the 380 conclusion will be reached based on politics/financial interests of politicians and not based on what

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: is best for Prosper, McKinney, Princeton, etc.

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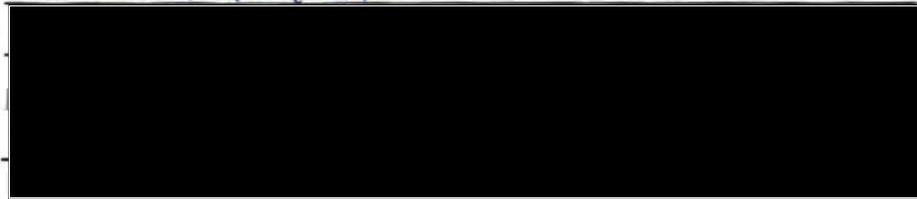
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NAME:

Rachel Krider

ADDRESS:



CITY:



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Please Print RUNNING THE PROPOSED BYPASS DOWN 123
WILL MATERIALLY CHANGE MY NEIGHBORHOOD, HEATHERWOOD.
VIA NOISE, POLLUTION, LUMPOLUTION, AND CUT OFF THE NEIGHBORS TO
THE NORTH AS WELL AS AFFECTING ACCESS TO THE NEW PROSPER
HIGH SCHOOL. I CCEP 380 ON 380.

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NAME: RACHEL NICHOLS
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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NAME: Ravi Kacker

ADDRESS:

CITY:

Delgado, Natali

From: Ray Paul <[REDACTED]>
Sent: Thursday, April 4, 2019 12:03 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/2019

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US Highway 380. It is in my mind the optimal and most efficient way to route traffic through McKinney and Prosper. I feel a bypass is unnecessary and scar the beauty of the community. The GREEN Alignment will also help preserve a vital nonprofit organization in Collin County, ManeGait Therapeutic Horsemanship. This organization is so beneficial to many special needs people in the area. Both RED Alignments E and B will have a direct negative impact on ManeGait and lead to the destruction of their property and displace many users of this vital community service.

Thank you for your consideration.

Ray Paul



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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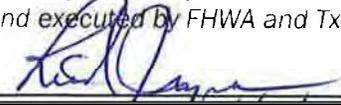
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: Rebecca Stivers

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Regina Sender <[REDACTED]>
Sent: Thursday, April 4, 2019 11:33 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Regina Sender [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. My disabled son has used MaineGait and I can attest they provide valuable services to the community. It is rare to be able to access this kind service so near where one lives. Previously, we had to go 2 hours for our son to have access to this type of therapy. I pray you will do the right thing by this community.



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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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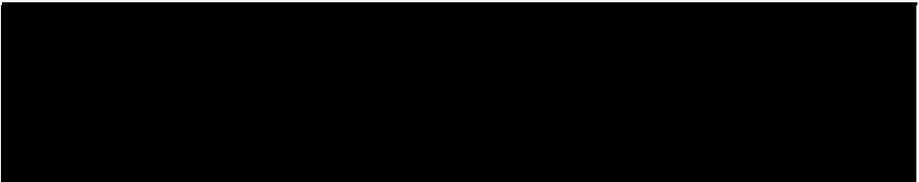
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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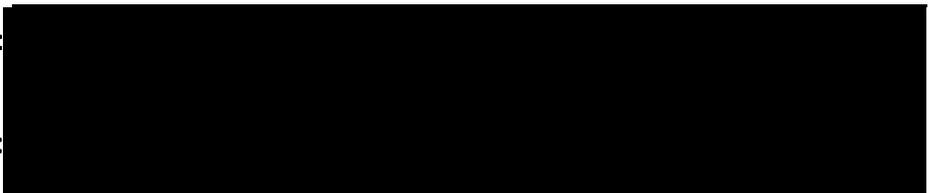
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MEETING COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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YOUR "OPT. E" WOULD DESTROY MY CHURCH.

I HAVE AN INTERNATIONAL CHARTER SINCE

2005. EXPANSION OF CUSTER RD WAS MOVED

WEST TO AVOID DAMAGE TO MY CHURCH.

YOUR REP. TONIGHT DID NOT KNOW THIS

WAS RESOLVED WITH TXDOT 2 YEARS AGO.

TALK TO "STEVE" -- I EXPLAINED THIS

DECISION TO HIM!

CALL ME

REV. RENTON COOK



(Per Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:

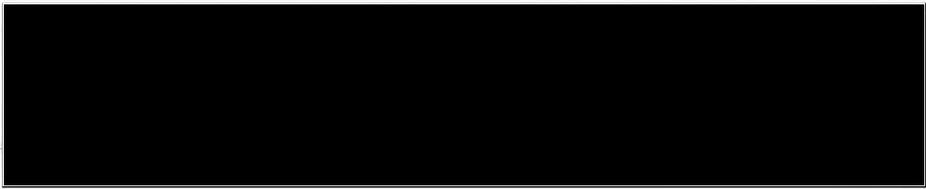
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NAME:

REV. RENTON COOK

ADDRESS:



CITY:



MEETING COMMENT FORM

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OPPOSE ALL 380 BYPASS OR REALIGNMENT -
KEEP 380 on 380 -

① Prosper will not sacrifice a Corner to this project -
IT IMPACTS OUR FINANCIAL WELL BEING AS A SMALL TOWN -
WE DID NOT CREATE THIS Problem w/ POOR PLANNING -

② TxDOT HISTORICALLY HAS PLACED HWYS 5 miles APART -
WE BOUGHT OUR HOMES BASED ON THIS HISTORY -

③ BUILD OUT current under constructed Roads to alleviate
TRAFFIC - COMPLETE THE OUTER LOOP - TO REROUTE
TRUCKS AND PEOPLE WANTING TO BYPASS - (VERY FEW) AS MCKINNEY
HAS built up Commercial all down 380 - THAT IS THE DESTINATION

④ ENVIRONMENTAL IMPACT STUDIES ARE REQUIRED BY ALL CITIES
TxDOT HAS NO SUCH STUDIES.

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NAME: RHEANELL FARRILL

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380, This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:

Rhoda Mergen
[Redacted Address and City]

Smith, Chelsey

From: Rhonda Ensey <[REDACTED]>
Sent: Saturday, April 6, 2019 11:41 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have had former students they and their families have greatly Beni fed from Main Gate, "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Rhonda Franks Ensey
[REDACTED]
[REDACTED]

Sent from my iPad



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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Rich Allen <[REDACTED]>
Sent: Thursday, April 4, 2019 2:22 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Rich Allen and I reside at [REDACTED]

I want to express my **STRONG** support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.

It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community.

Most importantly, the GREEN alignment preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. As an active supporter, board member and volunteer at ManeGait, I have witnessed first-hand the impact that this organization has on those who desperately need their services. Disrupting the delivery of their support to the families of those with disabilities would be a tragedy and a disgrace.

Both Red Alignment E and B, would have direct impact on ManeGait, leading to the destruction of this exceptional property and displacement of their vital community services.

I ask you to sincerely and seriously consider selecting the GREEN alignment - for the benefit of our citizens in need.

Respectfully submitted,

Rich Allen

Tour de Profit Business Advisors

& Fit First Hiring

www.tourdeprofit.com

www.richallenspeaks.com

[REDACTED]

Helping Small Business Owners **Failure-Proof** their Business!

Subscribe to [Profit Nation](#) for tips, tools and techniques

Ride Hard!



Delgado, Natali

From: rich fischer <[REDACTED]>
Sent: Tuesday, April 9, 2019 3:39 PM
To: Stephen Endres
Subject: US 380 MAPO

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As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks,
Rich Fischer

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets and

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

Richard A. Price

ADDRESS: _____

CITY: _____



Delgado, Natali

From: Jan Clare <[REDACTED]>
Sent: Monday, April 8, 2019 6:31 PM
To: Stephen Endres
Subject: Meeting Comment-March 28,2019. Red Bypass Option E

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

My name is Richard Clare and I live at [REDACTED] [in Walnut Grove Estates](#). I am writing in opposition to either of the Red Bypass options, specially Option E which would completely change my neighborhood. If Red Bypass Option E is chosen, it will mean the destruction of many upscale homes on beautiful acreage and the displacement of many families. If a bypass were to be built, it would cause the loss of beautiful and irreplaceable land, native trees, and a variety of wildlife. It would also destroy ManeGait Therapeutic Horsemanship which is just 1/2 mile down the hill from my house. ManeGait serves special needs children and adults as well as military families and first responders. The turmoil of the construction of a bypass would affect the entire northwest sector of McKinney. Years of dirt haulers, rock haulers, cement trucks, graders, and other heavy equipment would be lining up on McKinney streets and highways and creating excessive noise and pollution. The length and cost of construction almost always surpasses initial estimates. In the long run, the widening of Highway 380 would be quicker, less expensive, less destructive to the natural environment, and would save many family homesteads.

Both Collin County Commissioners Fletcher and Hale, who represent and understand the areas that would be drastically changed by any bypass, have publicly stated that they are for fixing 380 on 380. According to the Perryman study which Collin county had done, fixing 380 would have huge financial benefits to both the city of McKinney and McKinney ISD. This is the logical solution and will enable the city of McKinney to fulfill its master plan.

I realize and appreciate the fact that US Highway 380 needs improvement. I adamantly support an alignment that stays on the current footprint as planned in the master thorough fare plans of McKinney, Prosper and Frisco. Keeping 380 in its current footprint has less substantial impact on families, lives, and children.

Thank you,
Richard Clare

[REDACTED]

I am NOT employed by TxDOT
I do NOT do business with TxDOT
I could NOT benefit monetarily from the project or other item about which I am committing

Sent from my iPad



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: [REDACTED]
Sent: Friday, April 5, 2019 8:07 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

NAME/ADDRESS: Richard Laskiewicz, [REDACTED]

COMMENT: I have personally seen the tremendous value of what ManeGait does for children and adults with special needs, as well as veterans with PTSD.

Delgado, Natali

From: Richard Moore <[REDACTED]>
Sent: Monday, April 1, 2019 5:07 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Best regards,

Rich Moore

[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

Despite the absolute majority opinion that 380 fix should remain on 380 + no bypass should be created, I am frustrated by TxDOT's continued efforts to create bypass options in an effort to solicit less opposition. As a homeowner + as a business owner whose properties will both be affected by the changes to 380, regardless of what they are, I am concerned that the desires of residents have been put as a secondary concern to the whims of a retiring judge + other politicians who stand to benefit by circumventing what I believe should be a question of democratic process. I will do everything in my sphere of influence to hold those responsible for ignoring the desires of the residents so clearly already voiced.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

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NAME: RICHARD THRASHER

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Rick Chaffin

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Rick Chaffin

ADDRESS:



CITY:

Delgado, Natali

From: Rick Hildebrandt <[REDACTED]>
Sent: Thursday, April 4, 2019 11:46 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the **GREEN** alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. The **GREEN** alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Rick Hildebrandt

[REDACTED]

[REDACTED] - Mobile



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Rick Richards

ADDRESS

CITY

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 9:35 AM
To: Smith, Chelsey
Subject: Fwd: US 380 MAPO 3/28/19 Comment Card

Get [Outlook for iOS](#)

From: Rita Bruton <[REDACTED]>
Sent: Friday, April 12, 2019 8:10:02 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Rita Bruton/[REDACTED]

COMMENT:

My closed head injury daughter was in equine therapy class last year when a sudden, loud noise startled her horse. He went into a frenzy and she was hanging onto his mane trying to stay out from being under. Please don't do anything that changes the routine for Mane Gait. Highway noise would be too close and too unpredictable.

Sent from my iPhone



Delgado, Natali

From: Rob Enright <[REDACTED]>
Sent: Thursday, April 4, 2019 3:53 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Rob Enright
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Regards,
Rob Enright

Smith, Chelsey

From: Rob Stogsdill <[REDACTED]>
Sent: Thursday, April 11, 2019 3:31 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Rob Stogsdill

- [REDACTED]

COMMENT: I support the green alignment from Coit Road and FM 1827 for the expansion of US HWY 380. The alternative options Red E and Red B would cause safety concerns with multiple schools, directly and irreparably impact ManeGait to the point they would no longer be able to provide services to the disabled and would cause significant negative impacts on the natural landscape and wildlife that currently live in that area. I implore you to not select Red B or Red E, but instead select the Green option for the 380 expansion. Thank you.

Rob Stogsdill



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I prefer Red Option B.
It extends the by-pass nature of the road. Further west might be even better, but it is better than A or E.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Roben Glass

ADDRESS: [REDACTED]

CITY: [REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

~~By~~ I live in Walnut Grove.

My choices

I prefer to expand 380 in place

2nd best option for bypass: Red Option A

3rd best option for bypass: Red Option B

4th best option for bypass: Red Option E

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

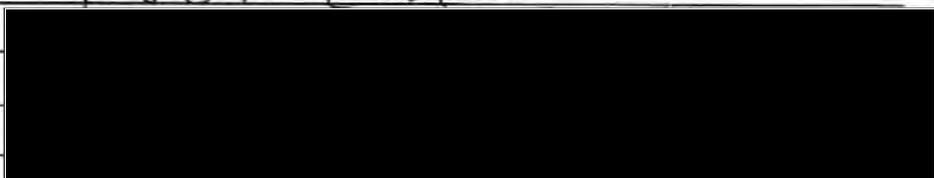
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NAME:

Robert Carter

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

DO NOT LIKE ANY VERSION OF BYPASS WEST OF 75. AS BYPASS WILL BE TOO CLOSE TO ERWIN PARK. THIS IS USED BY CYCLIST, RUNNERS, ETC. AND A BYPASS THIS CLOSE TO THE PARK WILL UPSET THE SERENITY, ACCESS, TO THE PARK.

LOWERS

THE BYPASS WILL KILL A LOT OF DREAMS PURCHASED YEARS AGO TO GET AWAY FROM THE CONSTANT SOUND OF FREEWAYS AND SPEEDING CARS. NOT FAIR TO CURRENT RESIDENTS AND FUTURE

NOT TO MENTION THE LOWERING OF PROPERTY VALUES AND ^{RESTORE} COMMERCE IN PROSPER, TX. TAX ROLLS WILL BE IMPACTED SEVERELY.

KEEP 380 ON 380 PLEASE!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: ROBERT DANIELSON

ADDRESS: [Redacted]
CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Robert Guido <[REDACTED]>
Sent: Friday, April 5, 2019 2:19 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Andrea Guido / [REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

My son, has been attending ManeGait for the past 9 years on the medical advice of his physician and physical therapist. It is an integral part of his therapeutic routine and life. It is a therapy that he actually enjoys and looks forward to every week! Personally, I can't imagine not being able to enjoy the peace and quiet of the country while he takes his lessons. It is therapeutic on another level for us parents. I am in favor of the GREEN Alignment / opposing the Red Alignment B & E.



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

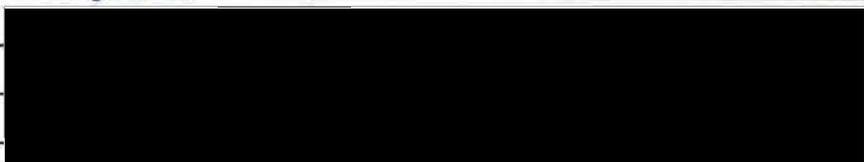
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Robert Seal

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

Robert Sholtz

ADDRESS:

CITY:



MEETING COMMENT FORM
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Please Print

No BYPASS

EVERYONE WHO LIVES NEAR
HWY 380 KNEW IT WAS A
HIGHWAY BEFORE THEY MOVED
THERE!

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NAME:

ROBERT SOJYSIK

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

ADDRESS:

CITY:

Red-Ad F.A.A.
[Redacted address and city information]



No 380 bypass!

MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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The high view point does not make sense when zooming out. Please consider building out all arterial roads (Bloomdale, Frontier 1461, and 289²⁸⁹¹ and outer loop) before deciding on this initiative.

- Consider bypassing via 289 upto the outerloop.
- Who will travel north to inturn go south to DFW?
- I purchased my home away from 380 because I have an immune deficient child. Pollution would hurt him.
- The \$\$ of Tucker Hill shouldn't override common sense.

Please put this decision on hold for 5 years while the town is built out w/ arterial roads

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NAME: Robin Pounds

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS

COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

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Robin Silberman-Still

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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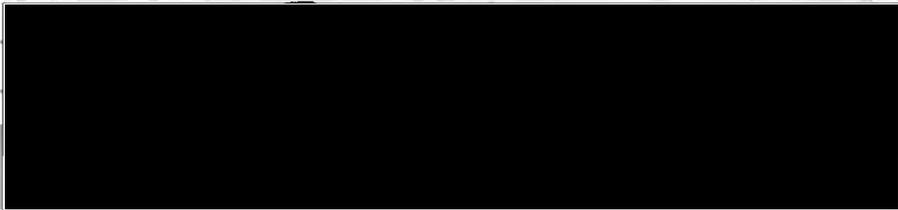
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NAME:

Robin Silberman-Still

ADDRESS:



CITY:



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Please Print

I can't believe you would consider taking away LOWE'S
 Staples & other and lose the taxes coming in
 from those stores. AND to Take out MAIN GAIT would
 be horrible.
 380 is A major Highway & has been for EVER!!
 WIDEN that ROAD!

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NAME: ROLINDA Nobles
 ADDRESS: [REDACTED]
 CITY: [REDACTED]



MEETING COMMENT FORM
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All bypasses make the best choices.
My preference would be B.
Any decision will affect people. However, the main question is who will be affected less?
The widening of 380 would affect the entire city. The number of people commuting, the hospital, all the shopping - would be a nightmare for construction. Safety would also be a major issue. It's already bad, imagine what 380 widening would be like during that time.

Bypass B

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NAME: Ron Cagle
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: Ron Hargrove

ADDRESS:

CITY:





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I AM OPPOSED TO ALL 3 BYPASSES ~~BECAUSE~~ BECAUSE 380 DOES NOT GET FIXED IN THE PROCESS. IT APPEARS POLITICS IS TOO INVOLVED IN THE PROCESS FOR TXDOT TO REACH THE BEST DECISION. COLLIN COUNTY COMMISSIONERS COURT JUDGE KEITH SELF, INSERTED HIMSELF IN THE DECISION MAKING PROCESS WHICH IS A CLEAR CONFLICT OF INTEREST SINCE HE LIVES IN TUCKER HILL. THIS CAUSED TXDOT TO SHIFT THEIR EMPHASIS FROM 380 ON 380 & THE TUCKER HILL BYPASS TO 2 PROSPER BYPASSES. MAYOR FULLER MCKINNEY, ALSO HAS A CONFLICT OF INTEREST DUE TO HIS POSITION ON STONEBRIDGES COMMERCIAL COMPANY.

(Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

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I do business with TxDOT

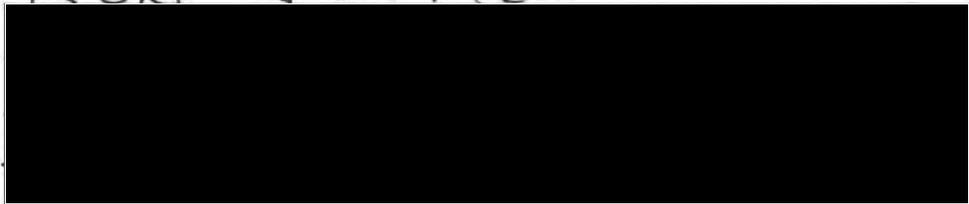
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NAME: RON JUSTICE

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Ronald Ferris <[REDACTED]>
Sent: Tuesday, April 9, 2019 3:08 PM
To: Stephen Endres; rwferris
Subject: US 380 MAPO Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX. Residing at [REDACTED] I **strongly SUPPORT** either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. **I strongly OPPOSE** the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and potentially eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also **strongly oppose Red** Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Respectively,

Ronald W. Ferris

[REDACTED]

[REDACTED]



Virus-free. www.avg.com

Smith, Chelsey

From: Ron <[REDACTED]>
Sent: Wednesday, April 3, 2019 10:56 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endress,

As a homeowner and citizen of McKinney, Texas I **strongly support red option B**. It is obvious that the other options would be more disruptive to existing infrastructure including business and residential properties. Red option B is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. Red option B is the least expensive option when compared to the cost of the green alignment or red option A or E. If red option B is not selected then red option E would be my preferred secondary choice.

I **strongly oppose the proposal to widen US 380** (the green alignment option) or converting US 380 to a limited access freeway. These costly options will destroy empowerment and historic zones along US 380 and 200+ existing and future businesses including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also **strongly oppose red option A**. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The green alignment and red option A will depress home values in that area. Red option B or red option E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. They provide a wider buffer for future planned expansion and clearer separation between businesses and residential areas and the transportation corridor.

Thank you for your time and consideration regarding this matter and your continued service to Texas citizens.

Sincerely,

Ronald C. Jones

[REDACTED]

[REDACTED]

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Lorene Rogers Middle School

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

RONALD W. BROWN Ronald W Brown

ADDRESS:

CITY:



MEETING COMMENT FORM

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Collin County, Texas

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I do not wish to have the bypass. I worked hard to have a beautiful home and now I will live 500^{ft} away from one. I check to see before I build my home what 123 would be. You change it after I had build my home. This was to be my forever home. Please don't do this fix 380 or stay away from Bloomdale Rd

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NAME: Rosalind h. Chene

ADDRESS:

CITY:



Delgado, Natali

From: Roxie Kalis <[REDACTED]>
Sent: Thursday, April 4, 2019 12:24 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Roxie Byars
[REDACTED]

I Roxie Byars support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Keep 380 on 380 and the bypass out of Prosper!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

Robin Lucero

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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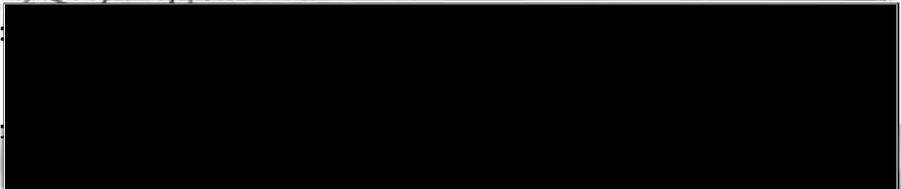
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NAME: *Ruth Hindes*

ADDRESS:

CITY:



Delgado, Natali

From: Trinity Massage Therapy <[REDACTED]>
Sent: Thursday, April 4, 2019 1:11 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sir,

The impact on ManeGait and the service they provide to their clients would be devastating. As a massage therapist I see first hand how Equine / horse therapy impacts (positive) some of my clients. The clients/ children have enough struggles, please don't disrupt or take this away from them. Please support the Green alignment if any. I am also a McKinney resident who drives Hwy 380 and other cities in Collin county to service my clients. I see what people go through with traffic. I still feel very strongly that ManeGait and their property and services should not be disturbed.

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

[REDACTED]
Ruth Quesenberry, LMT

[REDACTED]
www.trinity.massagetherapy.com



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS

CITY:

Delgado, Natali

From: Ryan Byrne <[REDACTED]>
Sent: Thursday, April 4, 2019 1:09 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

Thank you for taking the time to read this. My name is Ryan Byrne and I live at [REDACTED].

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Ryan Hembree <[REDACTED]>
Sent: Thursday, April 4, 2019 11:26 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ryan Hembree/[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Best regards,

Ryan Hembree, CFA
Annandale Capital, LLC

[REDACTED]

This email from Annandale Capital, LLC may contain confidential or privileged information intended only for the recipient addressed. If you are not that person, you are hereby notified that any dissemination, distribution, copying, or other use of or reliance upon the information contained herein is strictly prohibited and may be unlawful. If you feel you have received this email in error, please notify us immediately by return e-mail, and destroy this communication and all copies thereof, including all attachments.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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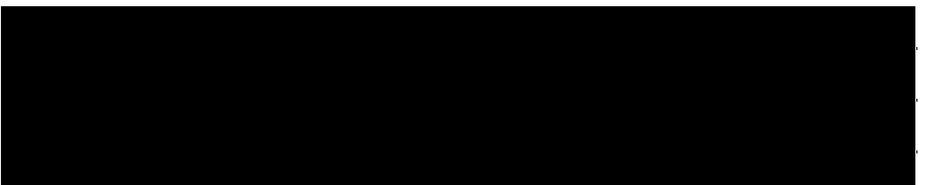
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NAME:

ADDRESS:

CITY:





MEETING COMMENT FORM

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① Most logical path is to keep 380 on 380

② ~~least~~ Most logical shortest path with least social impact is A but prefer 380 on 380 only

③ Do not select any option through Prosper

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NAME: S Hansen

ADDRESS: [Redacted]

CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Sabrina <[REDACTED]>
Sent: Thursday, April 4, 2019 2:03 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Sabrina Queen, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



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As a WG resident, former volunteer @
 Main Gait + sp. ed. teacher + administrator for
 35+ years - I'm going to address impact to
 Main Gait. ~~Main Gait~~

M.G. is an important community facility
 that serves a vulnerable population -
 those w/ disabilities. Disrupting their
 facility would be difficult for them to
 adjust to.

2w/WG

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NAME: Sally Walden

ADDRESS: [Redacted]

CITY: [Redacted]

Smith, Chelsey

From: Sam Rodriguez <[REDACTED]>
Sent: Thursday, April 11, 2019 6:58 PM
To: Stephen Endres
Subject: MEETING WITH AFFECTED PROPERTY OWNERS COMMENT FORM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.



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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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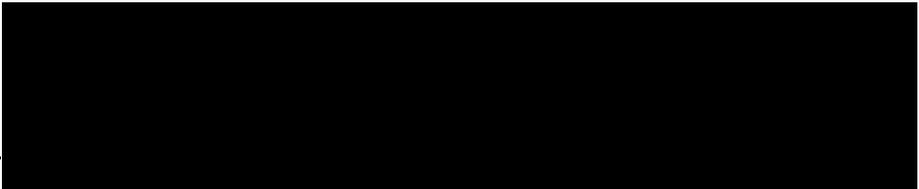
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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: Sandra D. Hanson

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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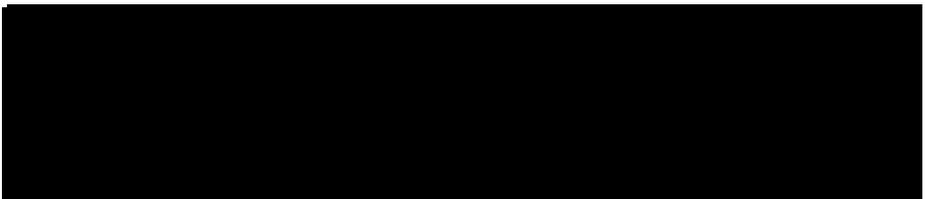
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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: [REDACTED]
Sent: Thursday, April 4, 2019 3:48 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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Dear Mr. Endres,

We support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you for your consideration,

Sara and Paul Pederson
[REDACTED]

Delgado, Natali

From: Sara Beebe <[REDACTED]>
Sent: Friday, April 5, 2019 7:33 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Sara Beebe
[REDACTED]

COMMENT: I support the GREEN alignment.

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: **Sarah East**

ADDRESS:

CITY:

Delgado, Natali

From: Sarah Oister <[REDACTED]>
Sent: Thursday, April 4, 2019 12:30 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: **Sarah Oister**

[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I support and say yes to Red B and Red E.
I do not support, and say no, to Red A and
Green alignments. They are both too expensive
and too destructive.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Sarah Reyna
ADDRESS: [Redacted]
CITY: [Redacted]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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you don't ruin a city to create a freeway, you use the corridors that are already there and expand them (380) Traffic on 380 will need to be alleviated regardless so why spend the \$ twice? McKinney failed to plan properly years ago to the detriment of the community, please don't do it again. Widen 380! It's the option that makes the most sense!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

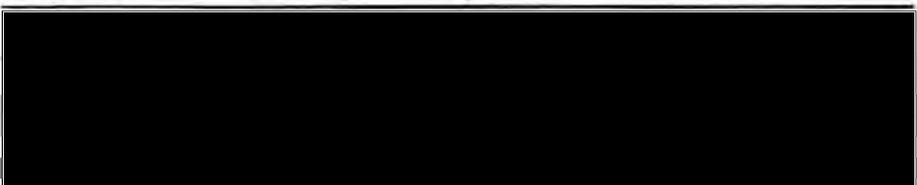
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Sarah Schwartz

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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I am in favor of fixing 380 on 380. My husband and I bought property well north of 380 to avoid any issues with our county's growth + the expansion of 380. I do not want a bypass of any sort. In addition to it putting a highway between my home + my children's elementary, it would have a negative impact on our property + our way of life. Please fix 380 on 380. The quickest way from point A to point B is a straight line. No one would drive north to go South. In all my years, I have never used the Denton bypass (289) to go South on 35. Please fix 380 on 380. Don't ruin our great Texas landscape that is north of 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Sarah Van Trump

ADDRESS:

CITY:



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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NO RED OPTION E

NO RED OPTION B

NO FOR RED OPTION A OR KEEP 380 ON 380.

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NAME: SATHU SUBBIAH

ADDRESS:

CITY:

Delgado, Natali

From: Cori <[REDACTED]>
Sent: Thursday, April 4, 2019 9:33 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Robert Scott and Cori Allan
[REDACTED]

COMMENT:

We support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
Scott & Cori Allan

Sent from my iPhone

Delgado, Natali

From: Scott Brown <[REDACTED]>
Sent: Saturday, March 30, 2019 4:22 PM
To: stephen.endres@txdot.gov; Kimmey, Tony; michelle.raglon@txdot.gov
Subject: Opposed to any 380 bypass that would route through Prosper, TX

I would like to voice my objection to the ongoing discussion of the 380 expansion going through the Town of Prosper. It was stated in the town council meeting on July 24, 2018 by Stephen Endres that TXDOT rarely goes against the wishes of a town. So now we find out about new Bypass options B and E cutting through Prosper. From my understanding this was mainly due to the pressure of a politician living in Tucker Hill. Why when the residents of Tucker Hill received a discount when purchasing their homes because of their location close to a highway and residents of Prosper paid a higher price for our homes to live away from a highway, is this option even being considered? It seems reprehensible that Tucker Hill residents are trying now to shift the consequences brought by their own poor planning to the residents of Prosper. I hope that you have the integrity to see through the call of a few vocal people that don't want to face the consequences of their own decisions to buy homes close to a highway that was slated for future expansion, one of them a politician. It would seem that there should be questions asked when a politician, who has been involved with any sort of community development, should have been prepared to accept the consequences of his home purchasing decision but now seems to be steering the debate so that he can take advantage of lower purchase pricing on his home and then use his position to try to influence change so that he can profit personally by rewriting the rules now.

I am opposed to any bypass option that starts west of Custer Road and passes through Prosper. I'm aware that the politician in question has used the argument that widening 380 east of Custer would impact business along 380 by eliminating parking at those businesses. He's used this as justification to route 380 through Prosper. Of course doing this would limit commercial development in Prosper. Also, in his statement, he failed to mention the fact that if 380 is rerouted, these same businesses that he's so keen to protect will be adversely impacted by the reduction in drive-by traffic. So either way the businesses in McKinney along 380 are likely to be adversely impacted. Perhaps the City of McKinney should have done more future planning and anticipated growth instead of trying to make the neighboring towns pay the price for their poor preparation.

My hope is that TXDoT will follow the will of the majority of people surveyed on this issue and make 380 a limited access freeway. Other roads parallel to 380 should also be improved to help reduce congestion on 380.

Thank you for your consideration on this issue.

D. Scott Brown



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Scott Call

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM

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Although no options are perfect and have no impact on residents, some options are clearly worse than others. Option B & E specifically target the residents and town of Prosper to carry an undue share of the burden.

Option E will displace many existing high-revenue stores. This will have a significant negative impact on the quality of life of Prosper residents, as those stores are ALWAYS very busy. Those businesses (Lowes, Firestone, etc.) contribute MILLIONS of dollars of tax revenue to Prosper. After being forcibly removed from their relatively new locations, they won't return causing Prosper to lose millions of tax base - a HUGE blow to a small town!

Option B is almost as bad, except instead of evicting existing revenue-generating and quality of life businesses, it will consume space to prevent them from ever moving in - stunting Prosper's growth.

Options B & E force Prosper to pay for McKinney's unmanaged growth problem. Option D forces the instigator of the problem to bear the majority rather than the small neighbor FLX 380 on 380!

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NAME: SCOTT CRAWFORD
ADDRESS:
CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Scott Lerner <[REDACTED]>
Sent: Monday, April 1, 2019 6:35 PM
To: Stephen Endres
Cc: Margo Lerner
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,

Scott Lerner
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

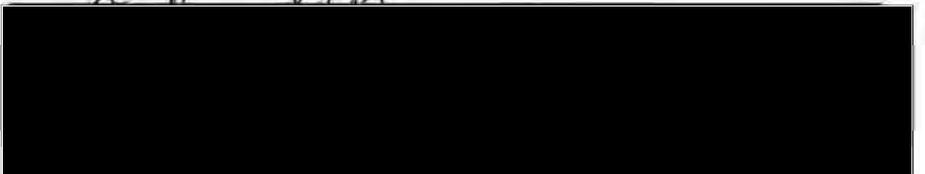
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NAME:

Scott Thibault

ADDRESS:



CITY:

Smith, Chelsey

From: Sean Murphy <[REDACTED]>
Sent: Wednesday, April 10, 2019 3:22 PM
To: Stephen Endres
Subject: US 380 alignment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the green Alignment for 380 and firmly believe that any fix of US 380 needs to stay on 380. I am against the red B alignment because of its negative impact on ManeGait and Prosper's east side. The fix for US 380 in McKinney needs to stay in McKinney, on US 380 and not negatively impact other cities and the premier non-profit gem of our county, ManeGait. ManeGait surely can be preserved in tact and without negative impact and still meet the roadway needs of our growing county.

Red alignment A would have a lesser negative impact than red alignment B. If one of the red alignments must be used, the red alignment A would be better than red alignment B for all concerned and our county.

Respectfully submitted,

Sean Murphy
[REDACTED]
[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____



MEETING COMMENT FORM

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I am opposed to all 3 bypass options.

The city of Prosper has passed 3 resolutions stating that they do not want a bypass in their city. McKinney is pushing their problems into other cities & county residents. The businesses on 380 need 380 to be improved & need the foot traffic in order to survive. The bypass options all lead into Environmental habitats that would be destroyed by a highway. The wetlands of the northwest sector of McKinney ~~are~~ would remain the only green space, after this area is built out because of the floodplain in the area. Please save the natural habitats & also preserve businesses along 380.

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Shannon Blake

ADDRESS

CITY



Smith, Chelsey

From: Shannon Gumaer <[REDACTED]>
Sent: Wednesday, April 10, 2019 4:54 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Please consider this request. Thank you.

Smith, Chelsey

From: Hani Eideh <[REDACTED]>
Sent: Friday, April 12, 2019 7:26 PM
To: Stephen Endres; Shannon McLinden
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Name: Shannon McLinden & Hani Abu Eideh / FarmHouse Fresh Goods
Address: [REDACTED]

We are opposed the bypass Red Line option E as it will remove significant part of our land, disrupt our business operations, and force us to relocate our company's headquarters as well as our residence.



MEETING COMMENT FORM
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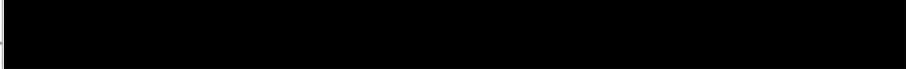
Option E is a better option

would prefer better intersections and focusing on developing the outer loop quicker so it doesn't impact McKinney and Prosper

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Shannon Patterson
ADDRESS: 
CITY: 

Delgado, Natali

From: Shannon Raines <[REDACTED]>
Sent: Thursday, April 4, 2019 7:15 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Shannon and Forrest Raines [REDACTED], Heatherwood Neighborhood We are for the Green Alinement Please do not destroy Mane Gate and the hidden gem that is Walnut Grove.

Amazing things have come out of Mane Gate for hundreds and hundreds of children and their families.

Please keep 380 on 380.

Thanks you

COMMENT:

Shannon Raines



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

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**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

Fix 380 on 380

We purposely purchased a home away from a highway.

A bypass will lower our property value.

It will make my kids have to drive on dangerous roads just to get to high school.

And it takes away from the beauty & nature that is McKinney.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Sharilyn Garner

ADDRESS:

CITY:

Delgado, Natali

From: Joseph Sadowy <[REDACTED]>
Sent: Tuesday, April 2, 2019 10:25 AM
To: Stephen Endres
Subject: "US 380 MAPO (Prosper) Comment Card"

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen-

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.

These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380.

They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your support

Sharon Bobo
[REDACTED]

Delgado, Natali

From: Sharon <[REDACTED]>
Sent: Monday, April 1, 2019 4:40 PM
To: Stephen Endres
Subject: US380 MAPO (Prosper) Comment Card"

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you,

Sharon Haslund
[REDACTED]

Sent from my iPhone

Delgado, Natali

From: Sharon H <[REDACTED]>
Sent: Thursday, April 4, 2019 9:10 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Sharon Houghton
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

I know I have copied and pasted the above from a friend, but our neighbor goes to MainGait and it is a source of great joy for our precious neighbor. We would hate to see her (and her special needs friends) have to adjust to a new facility.

*Regards,
Sharon Houghton*



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

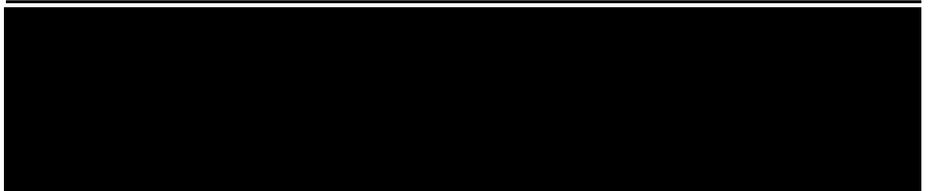
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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Sharon Rosemond <[REDACTED]>
Sent: Thursday, April 4, 2019 12:06 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you!

Sharon Rosemond
[REDACTED]

Sent from my iPhone

Delgado, Natali

From: Sharon Stephens <[REDACTED]>
Sent: Thursday, April 4, 2019 1:25 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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Mr. Endres,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of the community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,

Sharon Stephens

Smith, Chelsey

From: Shaun and Winona Alsobrook <[REDACTED]>
Sent: Monday, April 8, 2019 10:33 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Winona Alsobrook, [REDACTED]

I would like to give my input on the Hwy 380 expansion. I support the GREEN alignment between Coit and FM 1827. I believe that route to be the optimal and most efficient path through the cities of McKinney and Prosper. A bypass is unnecessary and would hurt our community. The GREEN alignment also preserves a very necessary organization, ManeGait Therapeutic Horsemanship. This organization is a vital part of our community and the people that it serves. I oppose both Rote B and E.
Thank you.

Smith, Chelsey

From: Shaun Jackson <[REDACTED]>
Sent: Thursday, April 11, 2019 9:24 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT the Red Option-B alignment option. This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. It's also one of the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community. It also limits further disruption to new business and buildings that have been recently built.



MEETING COMMENT FORM

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Please consider the large impact the bypass would have on the Heatherwood community and the Baker Elementary School. Safety and environmental impact are a large part of my concern. My concern focuses on the young children that attend Baker Elementary and the amount of traffic that will be brought so close to the school. In addition, I feel that a bypass so close to the elementary school can make it a larger target, as schools have been targets recently that have major roads/bypasses/highways near them. We, Heatherwood, have a large amount of young school walkers and a bypass is simply not safe or desirable near our neighborhood. Please, consider the impact on safety in our neighborhood and at Baker Elementary.

Thank you for your time.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Shawna Nevins

ADDRESS:

CITY:

Delgado, Natali

From: Axl Rose <[REDACTED]>
Sent: Friday, April 5, 2019 1:53 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Drew and Shelby McMurtre
[REDACTED]

Good afternoon,

My name is Shelby McMurtre, my husband Drew and I are residents of Prosper, Texas where we are currently raising two kiddos (and have one on the way). We are extremely proud of our community and the contentedness we feel living within such an amazing little town.

With that, I am writing in support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. The GREEN alignment is the most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass would unnecessarily scar the beauty and quaint nature of our community-- aspects that, despite our understanding of the growing county, drew us from Frisco, Texas to plant our roots in Prosper.

The GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. ManeGait offers exceptional services as well as opportunities for service and involvement-- my family has not only volunteered at ManeGait, but we have also attended numerous functions in support of this organization's important cause.

The GREEN alignment is the most logical avenue for the expansion of 380 and the alleviation of through traffic.

Thank you for your time and consideration,

Shelby and Drew McMurtre

Delgado, Natali

From: Shelly Guidotti [REDACTED]
Sent: Thursday, April 4, 2019 11:51 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michele Guidotti
[REDACTED]

COMMENT: *"I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."*

*Thank you for your time.
Michele Guidotti*



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Sherri Krohl <[REDACTED]>
Sent: Thursday, April 4, 2019 5:57 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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NAME/ADDRESS: Sherri Krohl

COMMENT:

Mr. Endres:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

**Sincerely,
Sherri Krohl**

Delgado, Natali

From: Sherry & John Worley <[REDACTED]>
Sent: Monday, April 8, 2019 5:28 PM
To: Stephen Endres; Charles Tapp; Brenan Honey
Subject: Errors on Drive 480 . com website
Attachments: Demog Pop 1.jpg; TXDOT.jpg

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please correct the population estimates on both the Collin and Denton County Feasibility Studies. I have attached screenshots of the TXDOT website and the Texas State Demographer document, dated Jan 2019.

You might want to check the wording for your upcoming Public Hearings and how they affect the new roadway plans.

Summary: In 2050:

County	TXDOT	Demographer
Collin	over 3.8M	2,444,316
Denton	over 3M	2,323,956

John Worley
[REDACTED]



TEXAS POPULATION PROJECTIONS 2010 TO 2050

In this Brief:

- The latest population projections include more recent migration trends, a new race/ethnicity category, and expand the age distribution to 95 years plus.
- The newly added non-Hispanic Asian group is projected to grow at the fastest rate, growing five-fold by 2050.
- The Hispanic population will likely surpass the non-Hispanic white population by 2022 but is not projected to make up the majority of the state population during the projections horizon.
- Much of the population growth in Texas is projected to come from the large urban counties of Harris, Bexar, Dallas, and Tarrant and neighboring suburban counties. The fastest growth

The Texas Demographic Center produces population projections for 40 years beyond the most recent Census to help planners and policymakers anticipate future demand for services and pressures on infrastructure. In our most recent set of projections, one migration scenario is employed in which the migration patterns observed in Texas between 2010 and 2015 are assumed throughout the projections horizon. Additionally, this updated set of projections includes a new race/ethnicity category, non-Hispanic Asian, and expands the age distribution to 95 years and older.

This document provides a brief overview of the statewide population projections for 2010 to 2050 using the migration trends observed in Texas between 2010-2015. This scenario represents our recommended scenario as it most closely reflects the most recent migration trends. Projections using the previous migration scenarios can be accessed by contacting our office. Our full methodology can be found on our [website](#).

Migration rates between 2010 and 2015 were somewhat lower than migration rates observed in Texas between 2000 and 2010. This updated scenario yields a state population approaching 47.4 million by 2050, which represents an 88.3 percent increase over that period.

Projected Geographic Distribution of the Population

Our population projections suggest the majority of Texas counties will experience continued steady population growth between 2010 and 2050. This is especially the case for suburban



Keep It Moving Dallas

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Home	Interstate Highways	US Highways	State Highways	FM Roads	Other Roads	Public Hearings/Meetings	Contact Us	Business Diversity / CIP	Key Projects (Dallas Planning)	CityMAP
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US 67 Widening Project from Belt Line Rd to I-20

I-35E/US 67 Project

US 75

US 75 from Spring Creek Parkway to SH 121

US 75 Express Lanes from I-635 to S of McDermott Drive

US 77 from FM 66 to N of McMillan Street

US80 at Proposed Forney Parkway

US 80 & IH 635 Interchange Improvements

US 287

US 287 from SH 34 to IH 45

US 287 Widening from IH 45 to CR SE 2040

US 287 at Walnut Grove Road

US 377

US 377 From Henrietta Creek Road to SH 114

US 377 Widening from S of FM 1171 to Crawford Road

US 380 Collin County Feasibility Study

US 380 Denton County Feasibility Study

US 380 Feasibility Studies

US 380 from Loop 288 to West of CR 26

US 380 from West of CR 26 to FM 2478

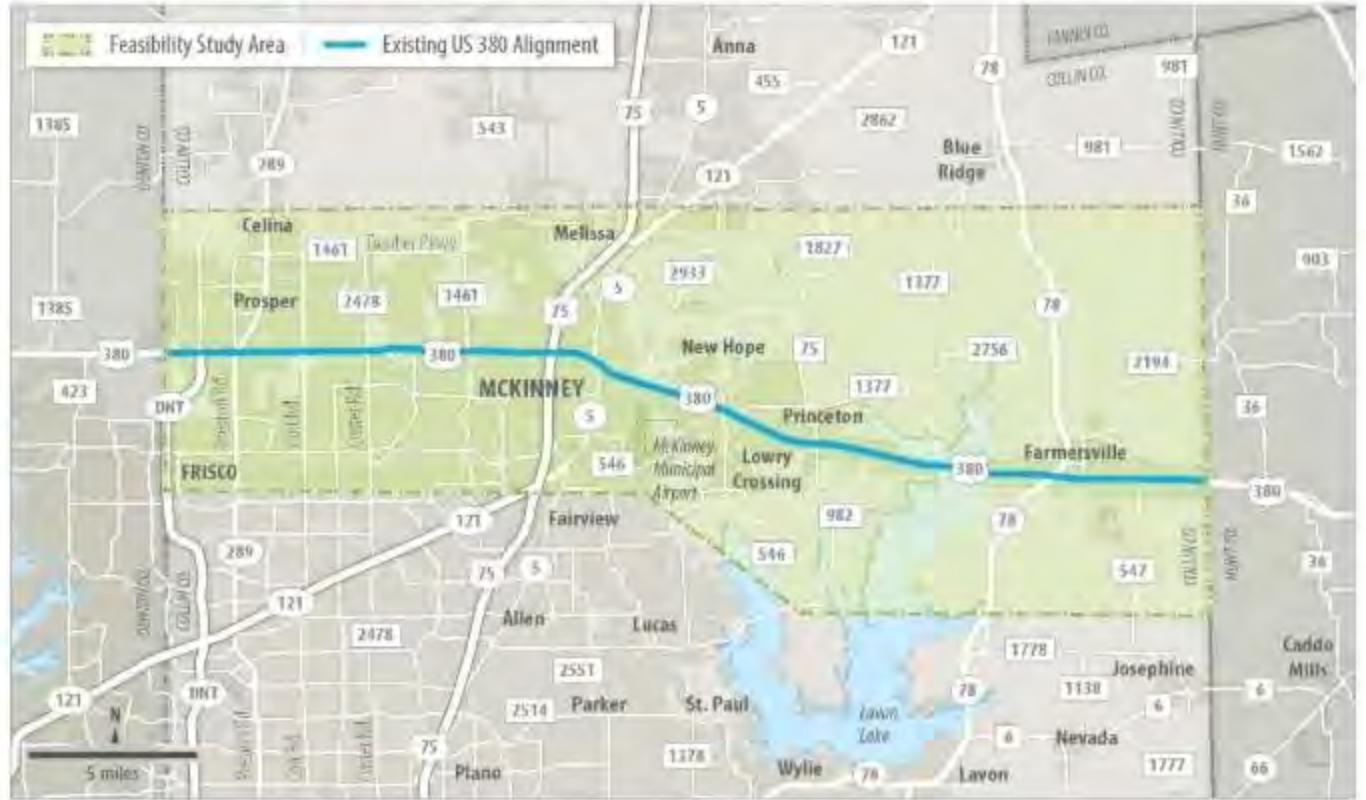
US 380 From FM 2478 to Bois D'Arc Road

SM Wright Project

Home » US Highways » US 380 Collin County Feasibility Study

US 380 Collin County Feasibility Study

[Project Map](#)



What is the purpose of the study?

Analyze potential roadway alternatives, including the existing alignment and new alignments, for US 380 through Collin County from the Denton County line to the Hunt County line.

What is a feasibility study?

A feasibility study is one planning tool that TxDOT uses when a project is in the very early stages of development. It helps determine if the project should move on to more advanced phases of project development such as more in-depth environmental analysis, public involvement, schematic design and right-of-way mapping.

The reason this type of study is done is to identify high level or critical elements of engineering, impacts to stakeholders and the public, and the economic feasibility of potential new roadways or improvements to existing roadways.

Feasibility studies are not intended to result in detailed design, environmental analysis, or cost estimates.

What will be evaluated in this feasibility study?

The study team will consider projected regional traffic, existing and planned developments, stakeholder input and the impact on the economy and environment.

What are expected project milestones?

Summer 2017 – Study begins

Spring 2018 and Fall 2018 – Public open house meetings will be held to discuss the project and gather feedback from the public

Spring 2019 – Project implementation plan finalized that would include a recommended alignment(s)

*Please note that the project schedule is subject to change.

Why is the study being conducted?

The County is growing...

The population of Collin County is projected to grow from just under 800,000 people (2010 Census) to over 3.8 million people in 2050, according to the Texas Demographic Center.*

*Assume the 2000-2010 Migration scenario for 2014 Texas Population Projections

More and more land in the County is being preserved for development.

The study team is working with Collin County and cities in the study area to identify land which has been purchased and right of way



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NAME: Sherry Brumley

ADDRESS: _____

CITY: _____



MEETING WITH AFFECTED PROPERTY OWNERS
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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Shirl Kimzey

NAME: Shirl Kimzey

ADDRESS: [REDACTED]

CITY: [REDACTED]

Delgado, Natali

From: Siotha Vest <[REDACTED]>
Sent: Tuesday, April 9, 2019 9:57 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen,

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise, and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Regards,
Siotha Vest

[REDACTED]
[REDACTED]

*This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let me know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Skylar Reinken <[REDACTED]>
Sent: Thursday, April 4, 2019 12:08 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Skylar Reinken
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Sonny Phillips <[REDACTED]>
Sent: Monday, April 1, 2019 4:34 PM
To: Stephen Endres
Cc: Sonny Phillips
Subject: ByPass options

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road.

The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks,

Clarence Phillips
[REDACTED]
[REDACTED]
|



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

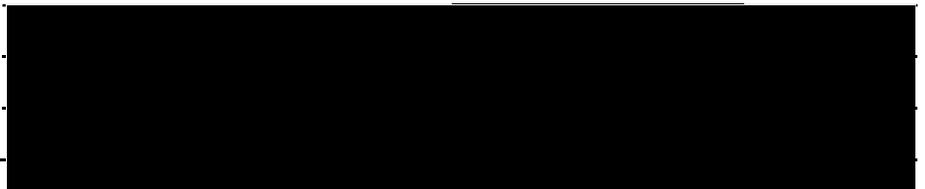
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arteria US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Spencer Oestreich
ADDRESS: [REDACTED]
CITY: [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS

CITY:

Delgado, Natali

From: stacey eubank <[REDACTED]>
Sent: Thursday, April 4, 2019 12:54 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Stacey Eubank
[REDACTED]

COMMENT:

I am in support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,

Stacey Eubank

Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

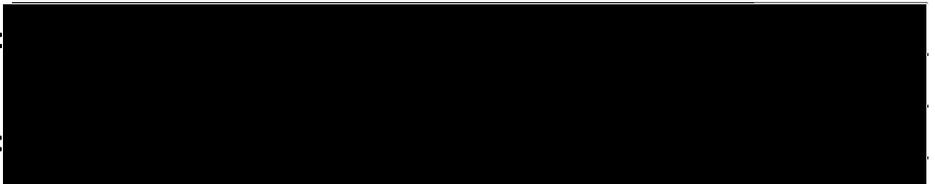
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Stacy Shuman

ADDRESS: [REDACTED]

CITY: [REDACTED]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

US 380 needs to be improved all the way into McKinney, so why not save the money by not building any bypass. Otherwise, there will be a duplication when the Outer Loop is constructed in that it will be closer than 7 miles.

The economic detriment to Prosper is not worth the bypass construction. Most of the East bound traffic on 380, entering McKinney turns to the South at 75. Why bypass this traffic to the North of McKinney

Keep 380 on 380

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Stan Ullom

ADDRESS:

CITY:



MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
 March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

We are absolutely opposed to all bypass options, but particularly option B, E, + A in West McKinney/Prosper. All of the bypass options introduce unacceptable environmental, noise, + safety issues into rural, residential-zoned areas of Collin county. Numerous residential neighborhoods are affected adversely. These optional Bypasses are in violation of Prosper, McKinney, and Frisco Transportation Plans. Moreover, City of Prosper passed a resolution opposing all Bypass Options. Fix 380 on 380! McKinney has approved commercial + residential development that has caused the congestion, not, not through traffic! Do the traffic count analysis. Do the environmental impact studies for the proposed Bypasses!!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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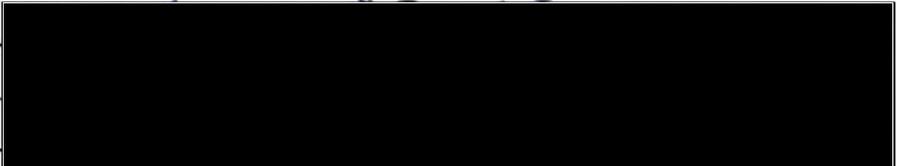
Wake up TXDOT! Listen to majority of affected citizens.

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 16, 2014, and executed by FHWA and TxDOT.

NAME:

Stanley & Margie Youngblood

ADDRESS:



CITY:

Smith, Chelsey

From: stanley jurries <[REDACTED]>
Sent: Thursday, April 11, 2019 4:05 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Stanley Jurries
[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows 10



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
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Lorene Rogers Middle School

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Please Print

Keep 380 ON 380

Do Not Like B and E

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NAME: STANLEY LA GROUPE
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

I attended the March Information meeting. I learned little new information, other than TXDOT now openly admitting that 380 will be a freeway.

I trust that the representative was truthful when he stated that expansion impacting Red Bud Estates will be on the north side of 380, along that section. If that is true, it avoids taking more of my property, as well as other Estates homes and nearby businesses. Increasing to four freeway lanes ^{per side} plus four frontage lanes will have a major negative impact on my home, where I've lived 23 years. Please preserve our properties!!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Stella Frances Van Tassel

ADDRESS:

CITY:

Smith, Chelsey

From: Stephanie Diener <[REDACTED]>
Sent: Wednesday, April 3, 2019 1:01 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Stephen Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thank you for your consideration,

Stephanie Diener
[REDACTED]
[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line

Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Thank you for thoughtfully addressing concerns brought forward regarding the Red A & B alignments. Although the new Red E alignment does not change the impact to my residence or community, (Tucker Hill) I do favor the Red E alignment due to its reduced impact on ~~manegalt~~, the environment, and on future development.

Between all 3 red alignments, Red E and B are both highly preferred over Red A, due to the greatly reduced impact on businesses and reduced cost, as well as removing the damage/impact to Tucker Hill and to homes in Stonebridge that back up to 380.

Red option ~~A~~ and all green options are not acceptable due to business and residential impact and greatly increased cost.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Stephanie Johnson

ADDRESS:

CITY:



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

I oppose bypass B+E bypasses. I support keeping 380 on 380. Too many families will be displaced by either of these bypasses. Maingate would suffer and it could disrupt wetland areas.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
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NAME: Stephanie LaCroue
ADDRESS: [Redacted]
CITY: [Redacted]

Delgado, Natali

From: Stephanie Palmer <[REDACTED]>
Sent: Thursday, April 4, 2019 1:01 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Stephanie Palmer
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. My daughter has been riding there for four years and she loves horses, needs the therapy and has grown so much. All the people who work/volunteer there have had a huge impact on her life. Please think about all those lives impacted by this decision - Thank you.

Sent from [Outlook](#)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Stephen Franks <[REDACTED]>
Sent: Wednesday, April 3, 2019 8:16 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Kindest regards,

Stephen G. Franks
[REDACTED]
[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows 10



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
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NAME: _____

ADDRESS _____

CITY _____



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Please Print

Why are all these options on the red line? It still is a major safety issue with all the homes with kids being affected. What about going back to upgrading 380 with no bypass.

I'm only for fixing 380 - no bypass anywhere at anytime. All other lanes pose major safety issue with closeness to homes.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Stephen Kirby

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: STEPHEN SHROBA

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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All written comments must be postmarked by April 12, 2019.

Please Print

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: _____

ADDRESS: _____

CITY: _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

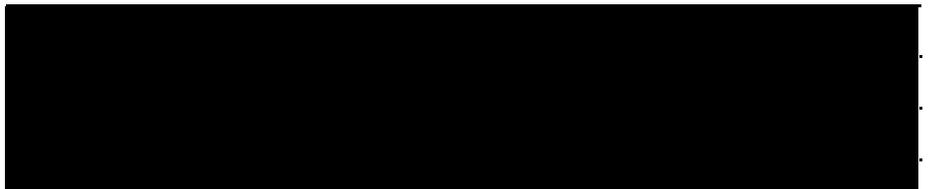
- I am employed by TxDOT
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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Steve Remington <[REDACTED]>
Sent: Thursday, April 4, 2019 4:17 PM
To: Stephen Endres
Cc: Sissy Remington
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Stephen D Remington, Jr. / [REDACTED] (Lakewood at Brookhollow, just West of Custer)

COMMENT: I support the Red E alignment between Coit Rd and FM 1827 for the expansion of US HWY 380. It is the optimal path for east-west traffic without unnecessary disruption to the eastern edge of our neighborhood, leveraging the existing easements and open spaces around the Custer corridor, rather than cutting through more densely populated neighborhoods and businesses that currently exist, or are in the process of being built along the 380 corridor

If you have any questions, please do not hesitate to contact me.

Sincerely,

Stephen D Remington, Jr.
[REDACTED] (Lakewood at Brookhollow)

Disclaimer: This e-mail may contain data that is confidential, proprietary or "non-public personal information", as that term is defined in the Gramm-Leach-Bliley Act (collectively, "Confidential Information"). The Confidential Information is disclosed conditioned upon your agreement that you will treat it confidentially and in accordance with applicable law, ensure that such data isn't used or disclosed except for the limited purpose for which it's being provided and will notify and cooperate with us regarding any requested or unauthorized disclosure or use of any Confidential Information. By accepting and reviewing the Confidential Information you agree to indemnify us against any losses or expenses, including attorney's fees that we may incur as a result of any unauthorized use or disclosure of this data due to your acts or omissions. If a party other than the intended recipient receives this e-mail, you are requested to instantly notify us of the erroneous delivery and return to us all data so delivered.

The information contained in this communication from sremington@benchmark.us sent at 2019-04-04 17:17:18 is confidential and may be legally privileged. It is intended solely for use by stephen.endres@txdot.gov and others authorized to receive it. If you are not stephen.endres@txdot.gov you are hereby notified that any disclosure, copying, distribution or taking action in reliance of the contents of this information is strictly prohibited and may be unlawful.



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Spencer, Steve SLL <[REDACTED]>
Sent: Tuesday, April 9, 2019 2:59 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly **SUPPORT** either **Red Option-B or Red Option-E** bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly **OPPOSE** the proposal to **widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway**. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks,
Steve Spencer
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

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They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School

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All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Stevie Ceccarelli <[REDACTED]>
Sent: Thursday, April 4, 2019 2:30 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephanie Ceccarelli
[REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

I appreciate you taking my comments into consideration.

Thank you



Stonebridge Ranch
Community Association, Inc.



April 7, 2019

To: Mr. Stephen.Endres@txdot.gov

As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors who were elected to make decisions that are in the best interest of the 9417 residences of Stonebridge Ranch and its 36,000 residents who live in McKinney.

In a unanimous vote, we stand in agreement along with the 381 residences in the Tucker Hill Homeowners Association and its 900 residents, Harvard Park, and several hundred verified business owners who wish to preserve our city's economic health and commercial corridor.

We hereby make an official statement in support of either bypass Red Option-B (our preferred option) or Red Option-E and oppose bypass Red Option-A or the green alignment of widening 380 or converting it to a limited access freeway.

Options B or E are the most viable, least expensive and least disruptive to businesses and homes along 380 when compared to widening 380 (the green option).

If Highway 380 (the green option) were implemented, according to TxDOT's own numbers, It will destroy nearly 200 businesses and homes along the 380 commercial corridor including all of the existing businesses on the four corners at the intersection of Highways 380 and 75, and impact the historic and empowerment zones in McKinney. This will result in a significant reduction in the sales and property taxes to the City of McKinney along with bringing an increase in traffic and noise to the already developed housing subdivisions that abut 380 with more to come.

As to the detrimental impact on Stonebridge Ranch if 380 were widened, it would double the width of the current highway and bring significantly more traffic to the area. In addition to the increased noise for the hundreds of homes in Stonebridge Ranch that abut 380 on the Northern edge of Stonebridge Ranch, there are three roads: Lake Forest Drive, Ridge Road, and Stonebridge Drive that go completely



Stonebridge Ranch Community Association, Inc.



through Stonebridge Ranch and provide the only means between Hardin Road and Custer Road for getting to Virginia Parkway, Eldorado Pkwy, Custer Road and Highway 121. These roads were designed for neighborhood traffic and not arterial connectors to other major roads. That is the reason for our opposition.

If the proposed bypass (Red Option-A) that enters Highway 380 East of Custer Road were implemented, in addition to the above traffic problems, there would have to be a major interchange built at the intersection of the new six lane bypass and existing 380 which is already six lanes. This interchange would be right above the northern edge of Stonebridge Ranch just east of Ridge Road. It would have a very detrimental impact on both Stonebridge Ranch and Tucker Hill by bring a significant increase in traffic along with an increase in the air and noise pollution to our neighborhoods beyond any other option.

On the subject of impacts to non-profit organizations that would be affected, if 380 were widened (the green option), three non-profit organizations in McKinney would be **destroyed**: Life Path Crisis center which is Collin County's only in-patient mental health facility, INN STYLE which is the store that provides funding for the Samaritan Inn homeless shelter, and Cornerstone Ranch that houses adults with special needs. No one is speaking up for them. Since they are not backed by individuals with financial resources, they do not have the funds to mount a campaign to save themselves. It would be a tragedy to lose them. Ask yourself; is MainGate (who would not be destroyed) more important than these three entities who serve more individuals?

We also **support** business owners who have invested in our city and employ our citizens. We support preserving and growing our much needed tax base, and we support minimizing home and business displacements and preserving the jobs of the thousands of workers that would be eliminated if 380 were widened (the green alignment option).

To reiterate, our Board, on behalf of our residents has unanimously voted to **oppose** the proposals to widen Highway 380 or convert it to a limited access freeway and **support** either of the alternative bypass route options North of Highway 380 that cross Custer Road and enters Highway 380 West of Custer Road known as Red Option-B or Red Option-E.



**Stonebridge Ranch
Community Association, Inc.**



Thank you for taking the time to consider this letter and our position.

Jon Dell'Antonia
Board President, Stonebridge Ranch Community Association





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

~~Fix~~ FIX 380 ON 380 - NO BYPASS OPTIONS

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

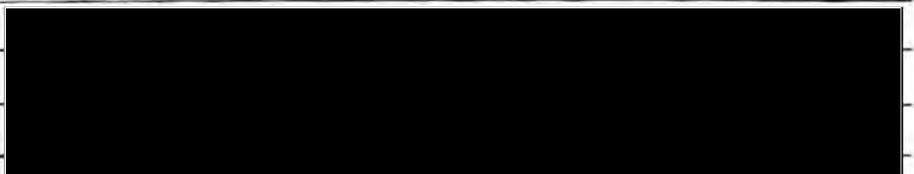
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: STUART KING

ADDRESS:

CITY:





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

Fix 380 on 380 is the option that needs to go forward.

I live in the Timber Creek subdivision. We built here 3 yrs ago. We chose this location because it sat back off of 380, but still close to 75.

Being back off of 380 we are not impacted by the noise. If the other options go thru you will be putting the bypass in my backyard.

I encourage you to build out the arterials as planned in the 2040 master plan.

This bypass will effect our quality of life, as ^{our} home values.

Sue Reishus

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Sue Reishus

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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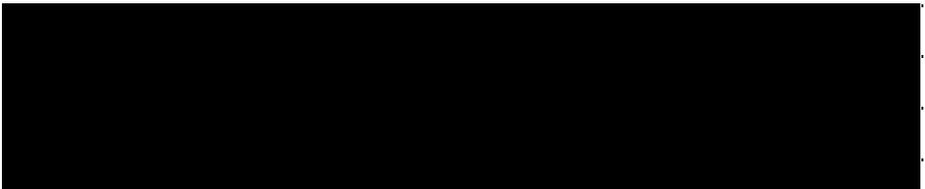
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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: Susan Gradick <[REDACTED]>
Sent: Thursday, April 4, 2019 2:50 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Susan Gradick
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

Thank you,
Susan Gradick

Sent from Susan's iPhone

Delgado, Natali

From: susan horak <[REDACTED]>
Sent: Thursday, April 4, 2019 12:08 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: COMMENT:

Susan Horak
[REDACTED]

I have been riding all of my adult life. I am 72 and still ride for therapy. I know the importance of the ManeGait Therapeutic Riding Center and I am a supporter and contributor to them. *I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.*

*Thank you,
Susan Horak*



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School**

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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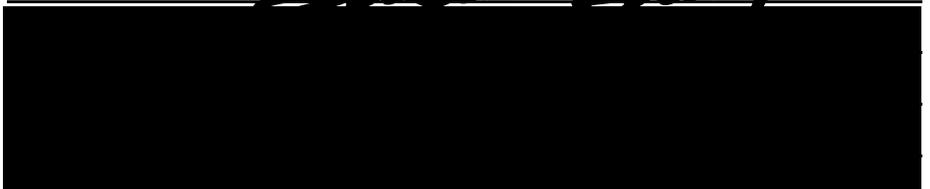
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NAME:

ADDRESS:

CITY:

Susan Lunge





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

No bypasses are necessary. Keep the 380 construction on 380!

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NAME: Susan Oakes

ADDRESS:

CITY:





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

NO 380 IMPROVEMENTS

DATE 3/28/19

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NAME: [Handwritten Name]

ADDRESS: [Redacted]

CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.
Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

IF WE MUST PICK BETWEEN TWO EVILS
RED D WITH GREEN B ARE THE LOGICAL
CHOICE. FIRST OFF SHORTER DISTANCE, PEOPLE
WONT USE A BYPASS IF IT IS TO FAR OUT OF THE
WAY SECOND LESS NUMBER OF RESIDENTIAL
PROPERTY IMPACTS AND DISPLACEMENTS AS WELL
AS FUTURE DEVELOPEMENTS AND COSTS. IT
MEETS ALL THE CRITERIA - MOBILITY
TRAVEL, SAFETY AND FUTURE ECONOMIC GROWTH.
PLUS IT DOES NOT GO THROUGH MY FAMILY
PROPERTY OF 65 YEARS. I HOPE TO KEEP IT IN
MY FAMILY FOR GENERATIONS TO COME.

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NAME: SUSIE MILES MCDOWELL FAMILY LP
ADDRESS: [REDACTED]
CITY: [REDACTED]



MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-025
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 Lorene Rogers Middle School

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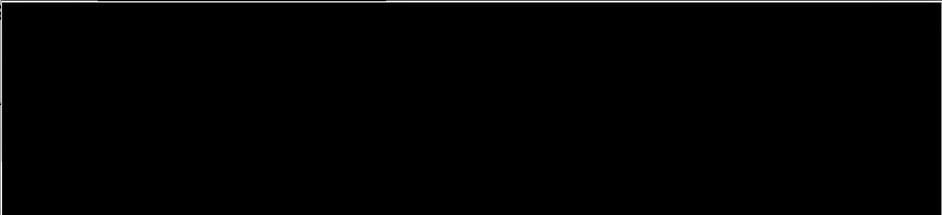
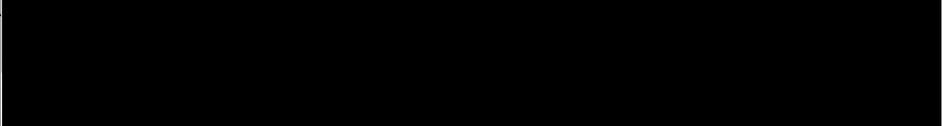
Please Print

I am writing to voice my opinion to any 380 by-pass and for keeping 380 on both of TX DOT's surveys indicate the vast majority of participants in Frisco, Prosper, McKinney want 380 to remain on 380. This makes perfect sense, since any bypass will be of limited access to most residents and will be too far north to be of any real value to many. A by-pass will not address the traffic problems that already exist, and will end to worsen, on existing 380, because the majority of people will continue to use this route to access 75 & the numerous businesses that are located on & coming to existing 380. The Perryman Report also reflects that making existing 380 a limited access freeway will, in fact, enhance the long-term value of businesses in that area. A by-pass will dis-enfranchise all of the residents who brought their rural & residential properties relying on the long-term ^{transportation plans of} ~~value of businesses~~ Prosper and McKinney which did not include any such bypass, while rewarding the City of McKinney for its lack of foresight & planning. For all these reasons, I vote NO BYPASS and KEEP 380 ON 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Tami Johnston
 ADDRESS: 
 CITY: 

Smith, Chelsey

From: Tammie Mercer <[REDACTED]>
Sent: Wednesday, April 10, 2019 2:26 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Tammie Mercer
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

Keep 380 on the original 380. I would
like to see the outer loop completed and
380 widened on the existing 380.
No By Pass

Thank you

(Per Texas Transportation Code, §201.811(a)(5)); check each of the following boxes that apply to you:

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NAME:

Tammy Biaggio

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School

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Please Print

We lived in Stonebridge at 380. We sent our kids of to college, became empty nesters + moved to Prosper, away from 380, noise + pollution. We are in the home we plan to die of old age in. Now here comes a bypass to take our peace + serenity. 11 years ago, long before all the people moved here we had a friend killed on 380. It's been dangerous a very long time. The high school kids in Stonebridge north of Custer are zoned to MATHS at 75. All these kids have to drive on dangerous 380 multiple times a day. It's dangerous + needs to be fixed. Fix 380 + make it a LAR + the Loop will take up the slack.

Why harm 20+ neighborhoods + wildlife habitat when 380 needs to be fixed?

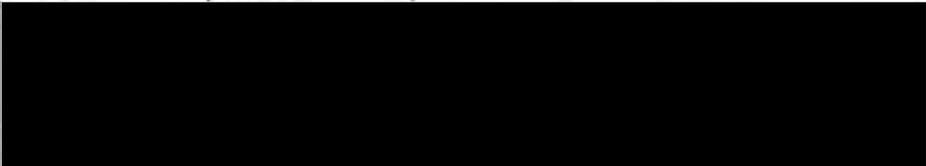
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NAME: Tammy Pennington

ADDRESS:



CITY:



MEETING COMMENT FORM
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Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I am completely against any bypass option. Until thorough environmental research has been done there is no way a bypass is even up for discussion.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Tara Vokst

ADDRESS:

CITY:





MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Please Print

What a disappointment to find the DOT has not listened to the results of the public surveys of October 2018 - where the vast majority of people prefer 380 to stay on 380. Yet another possible alignment going through Prosper does not support Prosper Town Council's Plan. Listen to your public or don't bother asking them!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Tara Wattens
ADDRESS: [REDACTED]
CITY: [REDACTED]

Delgado, Natali

From: Taylor Renberg <[REDACTED]>
Sent: Friday, April 5, 2019 9:16 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

God Bless,

Taylor Renberg - [REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

Terence Shaw

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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Lorene Rogers Middle School

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We need a bypass for McKinney. I live and work on 380 and travel it every day. I see wrecks at Lake Forest and 380 all of the time. When there is a wreck all of the lanes are blocked. More lanes on 380 will not solve this issue just more lanes will be blocked. Move this traffic as far from here as possible. I would like the west most option. I have to set through the light at Hardin 3 or 4 times to go home. As McKinney grows more on 380 this problem is only going to increase. Please do a long term solution not a band aid for now. If you widen 380 in McKinney, many businesses will have to move. Will those jobs be permanently lost?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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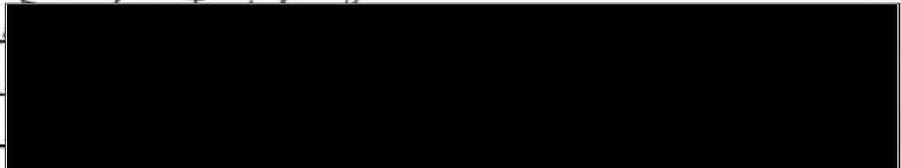
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NAME:

Teresa Dempsey

ADDRESS:

CITY:



Delgado, Natali

From: Teresa Murphy <[REDACTED]>
Sent: Monday, April 8, 2019 5:14 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Teresa Murphy
[REDACTED]

COMMENT:Please consider the Green Alignment , not the Red Alignment B &E for the US 380 Expansion. In choosing that route, ManeGate will continue to provide much needed therapy for our area. I am one of the many volunteers at ManeGate and I have witnessed myself the positive changes that have occurred as a result of riding horses! Part of our mission statement says that we help children and adults with disabilities through the healing power of a horse! Please come visit and see why ManeGate is so important to our community!

Sent from my iPhone

Smith, Chelsey

From: Teresa Murphy <[REDACTED]>
Sent: Wednesday, April 10, 2019 12:07 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Teresa Murphy
[REDACTED]

COMMENT:I sent a comment in on Monday but I wanted to share what happened on Tuesday when I was volunteering at ManeGait. I have been working with a child that is mute and uses sign language for communication. On Tuesday, we got to trot the horse that the child was riding. The child was so excited and said "I like it"! We could not believe it! This was a miracle! Miracles take place at ManeGait! Please don't take that away! Please use the Green Alignment or the Red Alignment A so that ManeGait can be saved!

Sincerely,
Teresa Murphy

Sent from my iPhone

Delgado, Natali

From: Teresa Price <[REDACTED]>
Sent: Thursday, April 4, 2019 12:36 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Teresa Price [REDACTED]

Dear Mr. Endres,

Please accept my support of the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thank you,
Teresa Price



MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
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 Lorene Rogers Middle School

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Please Print

THESE ARE NOT STRAGIC PLANS
 PLEASE DO NOT EMPECT PROSPEX
 OR WHITELY PLACC

SPEND what is needed and
 USE 350 INSTEAD OF TRAFFIC
 CAUSING LOPPS

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NAME: TEENA PRINDWILLI

ADDRESS: [REDACTED]

CITY: [REDACTED]



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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Please Print

I just built our retirement 2yrs ago in
TIMBER CREEK NEVER DREAMING A LAR WOULD BE
BUILT NEXT TO OUR SUBDIVISION. THIS BYPASS OPTION
WILL AFFECT MY HOME VALUE AND OUR QUALITY OF LIFE.
BUILD THE ARTERIALS AS PLANNED IN THE 2040
MASTER PLAN, YOU ARE GOING TO HAVE TO FIX
380 AS IT IS THE STRAIGHT LINE.
THE OUTERLOOP WHEN BUILT WILL SERVE AS
A TRUE BYPASS. THE ARTERIALS WILL
SERVE THE LOCAL RESIDENTS.

FIX 380 ON 380

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NAME: TERRY REISHUS

ADDRESS: [REDACTED]

CITY: [REDACTED]

Delgado, Natali

From: Terry Sutton <[REDACTED]>
Sent: Thursday, April 4, 2019 2:37 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Terry Sutton & I live at [REDACTED].

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. Thank you



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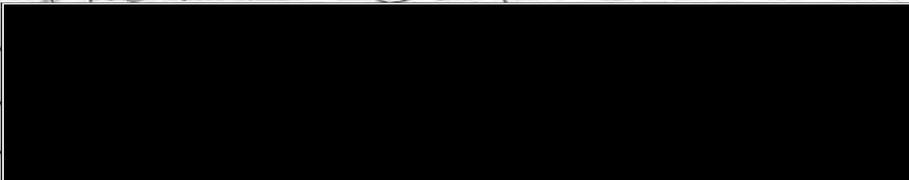
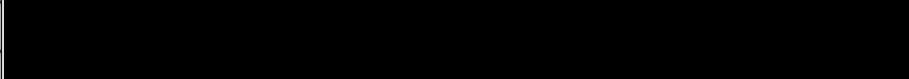
Please Print

Keep 380 or 380. This new option helps Whitley place some, but still will impact our environment with pollution & noise & congestion. If by pass must happen, it still is most efficient to come thru the empty space either to East or West of Tucker Hill.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Theodore Golondziner
ADDRESS: 
CITY: 

Delgado, Natali

From: theresa G <[REDACTED]>
Sent: Thursday, April 4, 2019 12:38 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Theresa Geisler

COMMENT: PLEASE use the GREEN route for the 380 bypass ONLY!! Main Gait does wonderful things for our community and any other options will destroy this beautiful business!
Also my home will back up to this bypass and it will ruin our property! Please just expand what's already available.

Theresa Geisler

Delgado, Natali

From: Theresa Mills <[REDACTED]>
Sent: Friday, April 5, 2019 12:03 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,
Theresa Mills

[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School

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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses---

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Thomas E. & Victoria F. Di Fiore

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Thomas George

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME: _____

ADDRESS: _____

CITY: _____

Smith, Chelsey

From: Tommy Shin <[REDACTED]>
Sent: Wednesday, April 10, 2019 8:52 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Tommy Shin, a Dallas resident residing in [REDACTED].

The reason for my email is to support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

--

Best,
Thomas Shin
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
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Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME:

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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Collin County, Texas**

**CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

I do business with TxDOT

I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

ADDRESS:

CITY:

Thomas Thompson

[Redacted address and city information]

Delgado, Natali

From: Tiffany Batchelder <[REDACTED]>
Sent: Friday, April 5, 2019 1:08 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:Tiffany Batchelder [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sent from my iPad



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: tim karamas <[REDACTED]>
Sent: Tuesday, April 9, 2019 2:38 PM
To: Stephen Endres
Subject: Re: 380 northern route

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr Endres, please don't spend time on my prior email to you, I believe I already have the information that I need. Thank you

On Apr 8, 2019 11:15 PM, "tim karamas" <[REDACTED]> wrote:

Hello Mr. Endres, I got a letter in the mail today about the May meetings about the Highway 380 bypass routes. I live at the southern end of County Road 862 northeast of Myers Park and I wondered if I am still 2 miles north of the most northern route? Would you please let me know? Thanks very much! I appreciate your help ! Tim



**MEETING OF AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

AS Residents of county Rd 862
for 21 years, we love the rural style
of this area. We would like you to keep
this road/highway as far south from us
as possible. McKinney use to be a special
place to live, but it is becoming too much
like a big city. Some states have a no-growth-
or slow-growth amendment, or 2 acre minimum lots
in order to preserve the quality of life of that city.
Please preserve the quality of life here or there
will be nothing "unique by nature" about McKinney because
there will be no more "nature" left.
Thank You!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: TIM KARAMAS

ADDRESS: [REDACTED]

CITY: [REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I am writing this AGAINST any bypass of 380 which enters or borders the Town of Prosper. The Town of Prosper has had a ~~long~~ long standing plan for development, which has never included any bypass of 380. Rather, this plan considered the existing 380 plans, which contemplate expansion along the existing route. Many Residents of Prosper considered this when selecting Prosper as their home. To alter this ~~is~~ due to pressure from a MINORITY of McKinney residents (Hon. Self - Tucker Hill) is WRONG.

Keep 380 on 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Tim Kim

ADDRESS:

CITY:



Delgado, Natali

From: Anderson, Susan E. <[REDACTED]>
Sent: Thursday, April 4, 2019 11:37 AM
To: Stephen Endres
Cc: Anderson, Susan E.
Subject: US 380 MAPO 3/28/19 Comment Card

Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Timothy and Susan Anderson [REDACTED]; recently moved to [REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services. This is an amazing service.....please don't let anything happen to it.

Thanks in advance for your consideration, Timothy and Susan Anderson



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Tina Cauller <[REDACTED]>
Sent: Thursday, April 4, 2019 11:41 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support the **GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380**. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community.

GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

As a former volunteer for ManeGait, I have personally witnessed the dramatic therapeutic effect that this facility has on the lives of the children and families it serves. These children and families deserve your thoughtful consideration. The activities and skills they learn at ManeGait produce measurable results. Destroying or displacing the ManeGait facility would be a catastrophic disruption in these important services and a irreplaceable loss for our community.

Tina Cauller
[REDACTED]

Smith, Chelsey

From: Tina Collins <[REDACTED]>
Sent: Friday, April 12, 2019 2:16 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Mr. Endres,

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,

Tina Collins
[REDACTED]
[REDACTED]

Delgado, Natali

From: Tina Sauseda <[REDACTED]>
Sent: Thursday, April 4, 2019 12:55 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380.
It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Tina Sauseda

Operations Director, Windsong Ranch



2242 Good Hope Road | Prosper, Texas 75078
[REDACTED]
[REDACTED]

www.tellusgroupllc.com



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Todd A. and Dana L. Brown

ADDRESS:

CITY:



04/11/2019

Stephen Endres, P.E., Project Manager
TxDOT Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150-6643

Dear Mr. Endres,

Regarding the TxDOT US380 Feasibility Study, Encore Wire offers the following in opposition to proposed East McKinney Green Alignment, Option B:

Encore Wire Corporation was founded in McKinney in 1989, and has grown into the City's largest taxpayer for 20 years running via a culture of rapid, deliberate growth. Their current employment sits at 1400 employees, operating with nearly 2.1 million square feet of manufacturing space on a 24/7 basis.

Encore Wire is a public-owned company (NASDAQ: WIRE) whose earnings are affected by fluctuating commodity prices vs. product pricing, in a cyclical construction industry. As such, costs are closely managed and decisions made based on current market conditions.

The key to Encore's success as the low-cost industry producer, and its staying power in the wire industry has been flexibility. Encore is constantly moving or upgrading equipment to improve efficiency and expanding existing facilities to offer increased capacity and new product lines. Encore Wire has expanded its operations and/or manufacturing capacity roughly every two years since 1992.

Forecasted growth for the residential construction industry is expected to grow 7% over the next five years, and commercial construction is expected to grow by 28% for the same time period. Encore Wire will need to expand to meet forecasted industry demands.

Encore Wire has to move fast to take advantage of market trends. Their construction partnerships allow for product to be shipped from a brand-new, green field manufacturing plant twelve months from groundbreaking. Having all facilities in one geographical location, connected and easily monitored via a single high-elevation viewpoint offer genuine advantages.

Encore Wire represents a significant economic impact to the area economy. Over the last five years, payroll totaled \$327.3 million. Five-year capital expenditures totaled \$137.1 million as investments in growth. Charitable contributions totaled \$2.3 million. And, taxes paid over the last five years totaled over \$53.7 million. These items alone account for over \$520 million of direct economic impact.

Given all these factors, splitting the Encore campus in such a manner would result in significant interruption to operations and future growth opportunities. The long-term uncertainties of a US380 bypass alignment through campus would limit Encore's short-term flexibility and hence its growth and success.

Encore Wire Corporation respectfully requests TxDOT recommend a US380 bypass alignment that does NOT involve development along existing Airport Road.

Sincerely,



Todd Clayton | VP Facilities Engineering



Encore Wire Corporation | www.encorewire.com

1329 Millwood Rd., McKinney, TX 75069

[Redacted]

[Redacted]

[Redacted]

[YouTube](#) | [Facebook](#) | [Instagram](#) | [Twitter](#) | [LinkedIn](#)

Delgado, Natali

From: Todd Huthmaker <[REDACTED]>
Sent: Tuesday, April 9, 2019 2:55 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

I strongly SUPPORT the **Red Option-B** bypass alignment option. This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. It is also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Best Regards,

Todd Huthmaker
[REDACTED]

Delgado, Natali

From: Todd Payne <[REDACTED]>
Sent: Monday, April 1, 2019 4:53 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Todd Payne
[REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

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Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

TODD REYLAN

ADDRESS:

[REDACTED ADDRESS]

CITY:

Delgado, Natali

From: Todd Stout <[REDACTED]>
Sent: Saturday, April 6, 2019 10:57 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Todd Stout
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Delgado, Natali

From: Todd Williams <[REDACTED]>
Sent: Thursday, April 4, 2019 12:14 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Todd Williams
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Todd Williams
[REDACTED]

Sent from my iPad



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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Please Print

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not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Tom & Ann Cason

ADDRESS:

CITY:



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Tom & Ann Dover

ADDRESS:

CITY:



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

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Please Print

Keep 380 on 380! Fix 380 on 380! Your new "E" bypass is no better. The disaster that will be Custer Road is unconscionable. All of the residents in all the neighborhoods along custer, including mine - Rhea Mills Estates, will be adversely affected by the unending traffic, noise, construction, & destruction of our peaceful, quiet existence.

Either Fix 380 on 380 or choose the "A" Route, which doesn't destroy people's homes or our Prosper Lowe's Store, which generates millions in tax revenue for our town.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Tom & Paula Ford

ADDRESS:

CITY:



Smith, Chelsey

From: Tom Hanson <[REDACTED]>
Sent: Wednesday, April 10, 2019 7:16 AM
To: Stephen Endres
Subject: Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres:

As a homeowner and citizen of McKinney, Texas I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.

I strongly OPPOSE widening US 380 (the Green Alignment option) or convert US 380 to a limited access freeway for all the reasons of which you are probably already aware.

I strongly OPPOSE Red Option-A.

Red Option -B or Red Option-E are the best solutions to better serve the future growth areas north of McKinney. The best option should not be held hostage to a shrill politically connected minority when it will be primarily located on undeveloped land as opposed to major disruptions, economic loss and excessive costs for all other proposed solutions.

Sincerely,

Tom Hanson
[REDACTED]
[REDACTED]
[REDACTED]



MEETING COMMENT FORM
 Proposed Improvements to US 380 from Denton County Line to Hunt County Line
 Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
 March 28, 2019 - 6:00 p.m. to 8:00 p.m.
 Lorene Rogers Middle School

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 All written comments must be postmarked by April 12, 2019.

Please Print

Red option B & E RUIN MANEGAIT. This can't happen
 Every one that has put a business or residence close to
 380 knew (or could have known) the Risks. IT
 IS/WAS VERY obvious 380 would be A major thruway for
 most Businesses & Residents also have the power to
 handle this. They can move. They can get more business.
 They have options.
 MANEGAIT is A NON-Profit, does a lot of good, and
 has no power to overcome this. Like most small
 NON-profit, CHARITABLE ORGS, the pockets are not deep, IT'S ALL HEART. NO ability to resist.
 It is completely UNFAIR to make MANEGAIT deal with this.

ADDN'T hurt the "powerless" stick to the original plan, the State
 (Per Texas Transportation Code, §201.811(a)(5)) check each of the following boxes that apply to you:
 I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting
 + County have to \$ to build it or just start
 the by pass from the toll way - go west.
 Thanks. T.

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 16, 2014, and executed by FHWA and TxDOT.

NAME: Tom Reidy
 ADDRESS: [REDACTED]
 CITY: [REDACTED]



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses— including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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- I could benefit monetarily from the project or other item about which I am commenting

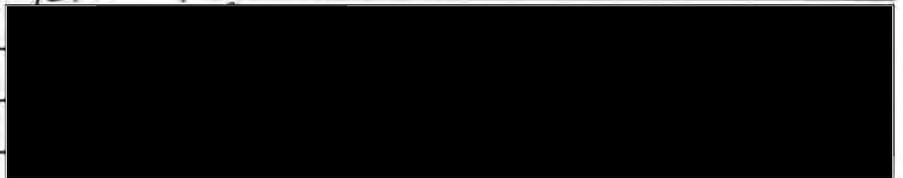
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NAME:

TOM TIMMERMAN

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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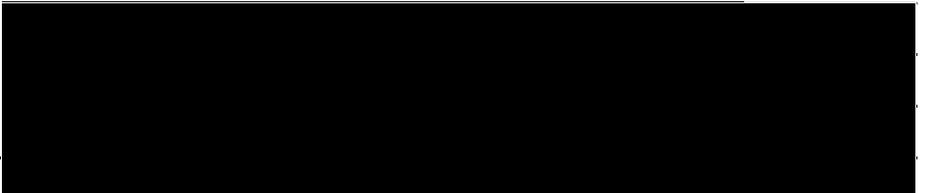
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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: toni margolis <[REDACTED]>
Sent: Friday, April 5, 2019 3:05 PM
To: Stephen Endres
Subject: US 380 4/5/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Endres,

As a 16 year resident of Prosper, I would like to make it known that i support the GREEN alignment between Coit and FM 1827 for the Hwy 380 expansion project. It is the path that makes most sense for both Prosper and Mckinney, and is the least destruction of a beautiful portion of our town. As the mother of a daughter who has benefitted as a rider at Mane Gait, I cannot stress enough how vital that organization has been to our family. To see such a wonderful nonprofit organization possibly be forced to displace hundreds of therapeutic riders at the expense of an alternate UNNECESSARY expansion plan such as the Red alignment B and E is unacceptable. I appreciate you reading this and am praying the entities involved choose GREEN.

Sincerely,
Toni Margolis

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS _____

CITY _____

Delgado, Natali

From: Tony Eggers <[REDACTED]>
Sent: Sunday, April 7, 2019 11:54 AM
To: Stephen Endres
Subject: US 380 MAPO Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Thanks,
Anthony Eggers
[REDACTED]

Delgado, Natali

From: Tricia Walker <[REDACTED]>
Sent: Thursday, April 4, 2019 1:33 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS:

Patricia Walker
[REDACTED]

COMMENT:

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

*Thanks,
Tricia Walker*

Please pardon typos, Sent from my iPhone



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
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Lorene Rogers Middle School

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

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not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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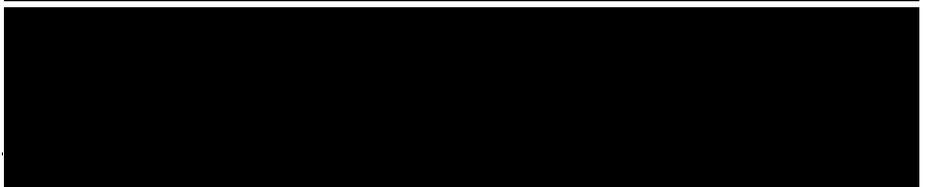
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NAME:

ADDRESS:

CITY:





MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

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Please Print

Bypasses are a bandaid. What should be done is to widen 380 all the way to 75 and beyond. Lowes @ custer + 380 bought the land where Kohls was to be. Kohls built their parking lot + discussed the future w/ TXDOT + because TXDOT had no concrete plan, Kohls decided not to build. Baylor Scott White intentionally SET back their hospital to accommodate the widening of 380. ~~As~~ Little to no local traffic will use the bypass just as ~~no~~ little traffic uses the Denton Bypass. Unfortunately, TXDOT does not appear to have a solid plan in place. It was amazing that at 6:32 pm tonight there were reports out about the meeting.

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NAME:

Tawert Harris - New resident to Prosper McKinney ^{From}

ADDRESS:



CITY:



The board of directors of the Tucker Hill Residential District Association on behalf of 381 residences and its approximately 900 residents who are citizens of the city of McKinney stand in agreement with Stonebridge Ranch Homeowners, Harvard Park, and several hundred verified business owners who wish to preserve our city's economic health and commercial corridor. We hereby make an official statement in support of a bypass option B or E and oppose bypass option A or the green alignment of widening 380, converting it to a Limited Access Roadway.

The proposals to widen Highway 380 (the Green Alignment option) and convert it to a limited access freeway would destroy much of the commercial corridor and significantly impact the historic and empowerment zones in McKinney. This will result in a significant reduction in sales and property taxes to the City along with bringing an increase in traffic and noise and environmental hazards to the already developed housing subdivisions that abut 380 with more to come. This has been confirmed by the city of McKinney's review of the Perryman study in which it was determined that the city of McKinney alone would bear between 70-75% of the total destruction and negative impacts of the entire 380 study region that includes McKinney, Prosper, and Frisco.

We also oppose the very detrimental impact to Tucker Hill if the proposed bypass Red Option-A which enters Highway 380 East of Custer Road were implemented. The air and noise pollution to our neighborhood will be significantly increased beyond any other option. In addition, we have concerns regarding the safety and the ability of both residents and emergency vehicles to enter and exit our neighborhood both during and after construction.

We support Red Option-B or Red Option-E as the most viable, least expensive, and least disruptive to all businesses and homes along 380 when compared to widening 380.

We also support business owners who have invested in our city and employ our citizens. We support preserving and growing our much needed tax base, and we support minimizing home and business displacements and preserving the jobs of the thousands of workers that would be initially, and potentially permanently, eliminated if 380 were widened (the green alignment option).

To reiterate, our Board, on behalf of our residents, has unanimously voted to respectfully request you to oppose the proposals to widen Highway 380 and convert it to a limited access freeway from Coit Road to FM 1827 and support either of the alternative bypass route options West of Custer Road known as Red Option-B or Red Option-E.

Tucker Hill Residential District Association



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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All written comments must be postmarked by April 12, 2019.

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Tyrel Gear <[REDACTED]>
Sent: Thursday, April 4, 2019 11:40 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

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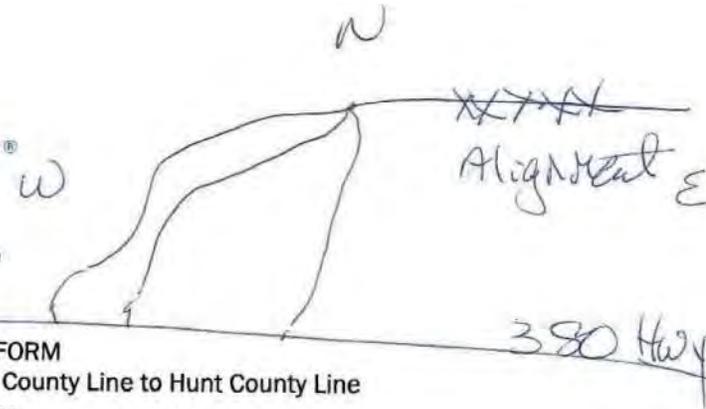
Tyrel Gear
[REDACTED]
[REDACTED]

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Thanks,

Tyrel Gear
[REDACTED]
[REDACTED]

Sent from my iPhone



MEETING COMMENT FORM
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
 March 28, 2019 - 6:00 p.m. to 8:00 p.m.
 Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

The "alignment" as I understand the word does negatively impact the people who live east of the proposed bypasses A, B, E. These neighborhoods have many children and very hard working people who have invested in an area they believed was to remain quiet and suburban, far from freeways.

I ask you to not build alignment or bypasses.

Use 380 for what it was originally intended - convert to limited highway or freeway with frontage roads.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Thanks,
 So much -
 Val
 Farrington

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 16, 2014, and executed by FHWA and TxDOT.

NAME: Valerice Farrington

ADDRESS: [Redacted]

CITY: [Redacted]

Smith, Chelsey

From: Veronicaheathcoc <[REDACTED]>
Sent: Thursday, April 11, 2019 2:01 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Commend Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Stephen,

My name is Veronica Heathcock, I live at [REDACTED]. I am extremely concerned about the so called 380 bypass. I would like my voice heard please.

I do support the GREEN alignment and most efficient path for east-west traffic through the cities of McKinney and Prosper. I do not believe a bypass is necessary and would destroy the beauty of our community. The noise level would be horrendous. Plus the GREEN alignment preserves a very prominent and very worthwhile nonprofit organization; ManeGait Therapeutic Horsemanship. If you have not been to this organization and personally see the good they do for the less fortunate, you should visit and see for yourself. Both the RED alignments would have direct impact on ManeGait and also my neighborhood.

You are welcome to contact me if you want additional information or have questions.

Kind Regards,
Veronica Heathcock
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: nilay & Hazel Villa-Abrille

ADDRESS: [REDACTED]

CITY: [REDACTED]

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 9:18 AM
To: Smith, Chelsey
Subject: Fwd: US 380 MAPO (Prosper) Comment Card
Attachments: US-380-MAPO-Comment-Form_Red-Option-B-or-Red-Option-E_040119 Completed VD HVA.pdf

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From: Hazel Douangmanilay <[REDACTED]>
Sent: Friday, April 12, 2019 11:33:32 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Respectfully,

Veson Douangmanilay & Hazel Villa-Abrille
[REDACTED]
[REDACTED]

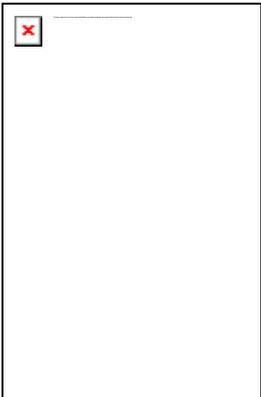


Delgado, Natali

From: Vicki Sutherland <[REDACTED]>
Sent: Tuesday, April 2, 2019 10:00 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper)

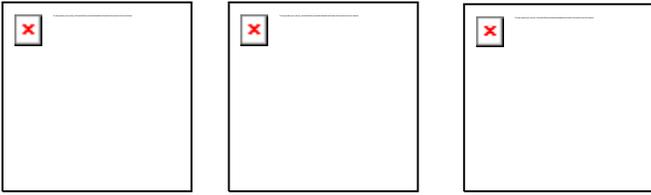
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Proposed Wording for US 380 MAPO Comment Form As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.



Vicki Sutherland, GRI, CLHMS





"Emails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties.

WIRE FRAUD WARNING

During your representation by Coldwell Banker Apex, Realtors you will **NEVER** be asked, via email, to wire or send funds to **ANYONE**, not even a title company. **NEVER trust wiring instructions sent via email.** Cyber criminals are hacking email accounts and sending emails with fake wiring instructions. These emails are convincing and sophisticated. **ALWAYS** independently confirm wiring instructions in person or via a telephone call to a trusted and verified phone number. **NEVER** wire money without double-checking that the wiring instructions are correct.

Delgado, Natali

From: Vicky Bailey <[REDACTED]>
Sent: Thursday, April 4, 2019 1:15 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Endres,

I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,

Vicky Bailey
[REDACTED]

Delgado, Natali

From: victoria Tanella <[REDACTED]>
Sent: Thursday, April 4, 2019 11:59 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Victoria Tanella/[REDACTED]

COMMENT: Hello I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

Sincerely,
Victoria Tanella

Delgado, Natali

From: Memory, Brian <[REDACTED]>
Sent: Thursday, April 4, 2019 11:26 AM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: W. Brian Memory, [REDACTED]

COMMENT: I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services.

W. Brian Memory
Partner

HUSCH BLACKWELL LLP

[REDACTED]
[REDACTED]
[REDACTED]
huschblackwell.com
[View Bio](#) | [View VCard](#)



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
 I do business with TxDOT
 I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Walter Chen

ADDRESS:

CITY:

Smith, Chelsey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, April 15, 2019 10:23 AM
To: Smith, Chelsey
Subject: FW: US 380 MAPO 3/28/19 Comment Card

From: wendelin gallagher [mailto:]
Sent: Friday, April 12, 2019 1:26 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: Wendelin Gallagher/

COMMENT: I support and believe that the GREEN alignment between Coit Road and FM 1827 is the best option for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves both the company of FarmHouse Fresh (Bath & Body company) which also is a sanctuary for the rescued horses/donkeys/goats FarmHouse Fresh saved, along with one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on these 2 companies - FarmHouse Fresh and ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: Wendy Perrott

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

ADDRESS:

CITY:





MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

As a homeowner and new citizen of McKinney, TX

(as of Aug. 2018)

I STRONGLY SUPPORT the RED OPTION B or RED OPTION E bypass alignment options. My neighborhood would be negatively impacted by any of the proposed (red option A and green) options. My husband and I recently relocated from Southern California, and some of the big selling features of McKinney were the fresh air, country feel (while still being close to the city), and beauty without all of the LA/Orange County traffic. By putting a freeway/massive highway construction project in our literal front yard, you will impose on us all of the negative things that made life in CA unbearable, along with neighborhood safety and depreciating property values (due to proximity to a highway). Both of our homes, in (Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that were located near freeways/freeway entrances. And both locations we had broken into, and after talking w/police we were told it was because thieves target neighborhoods close to freeways. Please

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that

- I am employed by TxDOT
- I do business with TxDOT
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NAME: Whitney Kenney

ADDRESS: [Redacted]
CITY: [Redacted]

Red options for E

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

STATION 5
STATION 4
STATION 3
STATION 2
STATION 1

Fold Here

JONATHAN & WHITNEY

Kenney



RECEIVED TXDOT - DAL
APR 18 2019
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE
ATTN: STEPHEN ENDRES, P.E., CSJ 0135-11-022 ETC., US 380
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643

75150-6643





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly support either the Red Option B or Red Option E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. I strongly oppose the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy 200+ existing & future businesses, one of them including a convenience store my family owns & runs.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

Whitney Oestreich

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Willene Peterson

ADDRESS:

CITY:

Smith, Chelsey

From: William Bunting <[REDACTED]>
Sent: Tuesday, April 9, 2019 4:48 PM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Sincerely,

William & Joyce Bunting
[REDACTED]
[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 21, 2019 - 6:00 p.m. to 8:00 p.m.

Jury Room at Russell A. Steindam Courts Building

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome.
All written comments must be postmarked by April 5, 2019.

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option. These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380. They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A. I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: WILLIAM CLAUNCH

ADDRESS:

CITY:

Delgado, Natali

From: Mary Elliott <[REDACTED]>
Sent: Thursday, April 4, 2019 5:14 PM
To: Stephen Endres
Subject: US 380 MAPO 3/28/19 Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NAME/ADDRESS: William Elliott - [REDACTED]

COMMENT: "I support the GREEN alignment between Coit Road and FM 1827 for the expansion of US HWY 380. It is the optimal and most efficient path for east-west traffic through the cities of McKinney and Prosper. A bypass is unnecessary and would scar the beauty of our community. GREEN alignment also preserves one of Collin County's most prominent nonprofit organizations, ManeGait Therapeutic Horsemanship. Both Red Alignment E and B, would have direct impact on ManeGait, leading to destruction of this exceptional property and displacement of their vital community services."

We use to live in Prosper right by ManeGait. They have served so many and helped just as many. Please save ManeGait & Support the GREEN alignment!!!

Sincerely
William Elliott

Sent from my iPad



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

I oppose all by-pass options but particularly red option E because:

① E cuts thru Prosper and destroys Lowes + surrounding retail stores which are primary revenues for the town of Prosper; and,

② A bypass will not be heavily traveled. The new proposed outer loop will take significant north bound traffic. 380 will still be heavily traveled so it's best to make it a limited

access highway now because it will eventually need that designation regardless of a

by pass. No traffic study/forecast has yet been

completed per TxDOT. Do your study, forget the politics - engineering + economic logic will tell you to stay on 380.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT

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NAME: William A. Guernsey

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: _____

ADDRESS: _____

CITY: _____

Delgado, Natali

From: Bill & Suzanne Gates <[REDACTED]>
Sent: Tuesday, April 9, 2019 2:57 PM
To: Stephen Endres
Subject: US380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options.** These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

William J. Gates

[REDACTED]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME: _____

ADDRESS _____

CITY _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

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CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas
 CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: 2015 MARTIN FAMILY Rev LIVING TRUST *WILLIAM V MARTIN, TRUSTEE FOR
RESIDENT*

ADDRESS:

CITY:



Smith, Chelsey

From: William Martin <[REDACTED]>
Sent: Thursday, April 11, 2019 10:06 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper)
Attachments: US 380 MAPO.pdf

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support Red Option-B or Red Option-E bypass alignment option.

I am a resident in Wren Creek which is an adjacent Stonebridge Village to US 380, and I backup to Stonebridge Drive. Increasing traffic on Stonebridge Drive will have significant effect on noise, pollution and will distress my living environment.

My name is W. V. Martin, Resident & Trustee for 2015 Martin Family Revocable Living Trust, [REDACTED].

Please accept my comment form identifying my preferred options attached to this email.

Respectfully, William Martin



MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME: William P. Harkins

ADDRESS:

CITY:



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**

**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

**March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School**

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These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

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NAME:

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CITY:





**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
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Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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CITY _____



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
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I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

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including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

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US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

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NAME:

ADDRESS:

CITY:



Delgado, Natali

From: William Spilman <[REDACTED]>
Sent: Tuesday, April 2, 2019 8:59 AM
To: Stephen Endres
Subject: US 380 MAPO (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner and citizen of McKinney, TX., I strongly SUPPORT either Red Option-B or Red Option-E bypass alignment options. These options are the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380. They are also the least expensive options when compared to the cost of the green alignment or Red OptionA.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values.

I also strongly oppose Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B or Red Option-E are the best options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

Best regards,

William Spilman
[REDACTED]

Delgado, Natali

From: William Yackinous <[REDACTED]>
Sent: Friday, April 5, 2019 10:37 AM
To: Stephen Endres
Subject: US 380 MAP0 (Prosper) Comment Card

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Stephen Endres:

As a homeowner and citizen of McKinney, TX., **I strongly SUPPORT the Red Option-B bypass alignment option.** This option is the least disruptive to businesses, existing homes and families living in neighborhoods along and adjacent to US 380.

It is also the least expensive option when compared to the cost of the green alignment or Red Option- A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment option) or convert US 380 to a limited access freeway. These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs. Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to Highway 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. **I also strongly oppose Red Option-A.** It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge Road. The Green Alignment and Red Option-A will depress home values in that area.

Red Option-B is the best option to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

I am not employed by TxDOT
I do not do business with TxDOT
I could not benefit monetarily from the project or other item about which I am commenting

NAME: William S. Yackinous

ADDRESS: [REDACTED]

[REDACTED]



MEETING COMMENT FORM

Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas

CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026

March 28, 2019 - 6:00 p.m. to 8:00 p.m.

Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by April 12, 2019.

Please Print

Please choose Red Option B.

We have lived in our home for over 16 years. We treasure our neighborhood, our land & moved out here to be away from everything. We totally understand the need for change but respectfully ask that you minimize the effects on our daily lives. It's already so much louder here than before so this would impact this further, along with the pollution (air & trash) that this would create. Our goal is to continue to live here til the end... as in, our request is not even based on property value (which would be) but based on quality of life

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Nichol Perez

ADDRESS: [Redacted]
CITY: [Redacted]



**MEETING WITH AFFECTED PROPERTY OWNERS
COMMENT FORM**
**Proposed Improvements to US 380 from Denton County Line to Hunt County Line
Collin County, Texas**
CSJs: 0135-11-022, 0135-02-059, 0135-03-048, 0135-04-032, 0135-05-026
March 28, 2019 - 6:00 p.m. to 8:00 p.m.
Lorene Rogers Middle School

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by April 12, 2019.**

Please Print

As a homeowner and citizen of McKinney, TX, I strongly SUPPORT either the Red Option-B or Red Option-E bypass alignment option.

These options are the least disruptive to existing businesses and homes and the families living in neighborhoods adjacent to US 380.

They are also the least expensive options when compared to the cost of the the Green Alignment or Red Option-A.

I strongly OPPOSE the proposal to widen US 380 (the Green Alignment) or convert US 380 to a limited access freeway.

These costly options will destroy Empowerment and Historic zones along US 380 and 200+ existing and future businesses—

including those located at the intersection of US 75 & US 380. This could lead to a permanent loss of those businesses if they do

not relocate in our city, thereby reducing sales and property taxes in McKinney and eliminating thousands of jobs.

Encouraging more traffic along the US 380 route with added lanes is likely to decrease safety on neighborhood streets arterial to

US 380, increasing traffic, noise and pollution in our neighborhoods and reducing our property values. I also strongly oppose

Red Option-A. It requires a large, unsightly interchange to be constructed at US 380 between Stonebridge Drive and Ridge

Road. The Green Alignment and Red Option-A will depress home values in that area. Red Option-B or Red Option-E are the best

options to improve traffic flow in our corridor while also preserving the economic and residential vibrancy of our community.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: _____

ADDRESS: _____

CITY: _____



Section E. Figures

Section	Document
E1	Photos
E2	Meeting Exhibit Boards
E3	Roll Plots



E1 Photos



Sign In Table



Attendees of Meeting



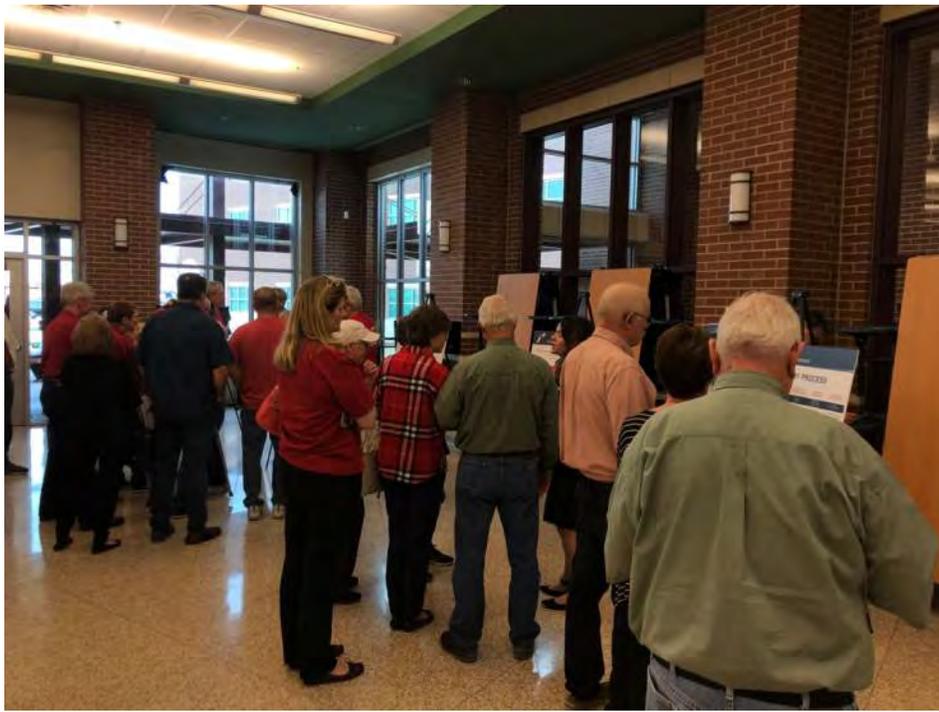
Comment Station



Sign In Table



Right of Way Table



Attendees Reviewing Exhibition Boards



Attendees Reviewing Roll Plots



Roll Plots



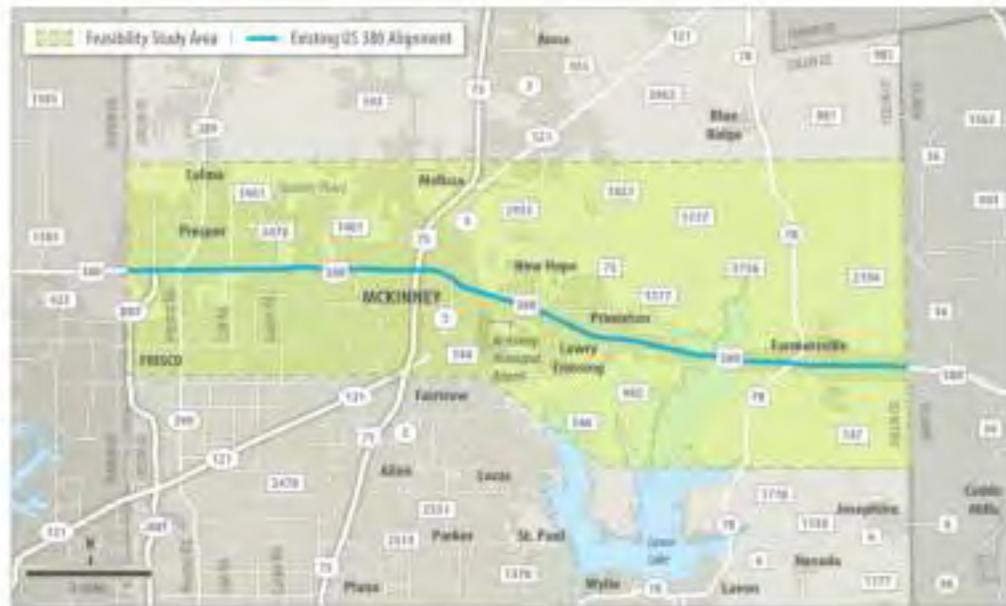
E2 Meeting Exhibit Boards



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME

US 380 COLLIN COUNTY FEASIBILITY STUDY



DALLAS DISTRICT
MEETING WITH
AFFECTED PROPERTY
OWNERS

MARCH 28, 2019
6:00 TO 8:00 P.M.



NEW ALIGNMENT SEGMENT - RED E

Fall 2018



Why?

- We conducted additional engineering analysis and thought it prudent to get input on another option in the area

Spring 2019





COMPARE THE RED ALIGNMENTS



Evaluation Category	No Build	Red Alignment Option A	Red Alignment Option B	Red Alignment Option E
Number of Residential Property Impacts	0	11	10	13
Number of Current Residential Displacements	0	5	2	7
Number of Business Impacts	0	15	2	6
Number of Business Induced Displacements	0	1	0	1
Number of Business Direct Displacements	0	14	1	4
Number of Business Displacements	0	15	1	5
Future Development Impacts (acres)	0	11	89	51.7
Environmental, Wetland, and Park Land Impacts (acres)	0	30	16	8.5
Cost - Includes construction, ROW, utility relocation	0	\$331M	\$192M	\$253M
Enhances Regional Mobility	○	●	●	●
Satisfies Travel Demand	○	●	●	●
Enhances Safety	○	●	●	●
Supports Future Regional Economic Growth	○	●	●	●

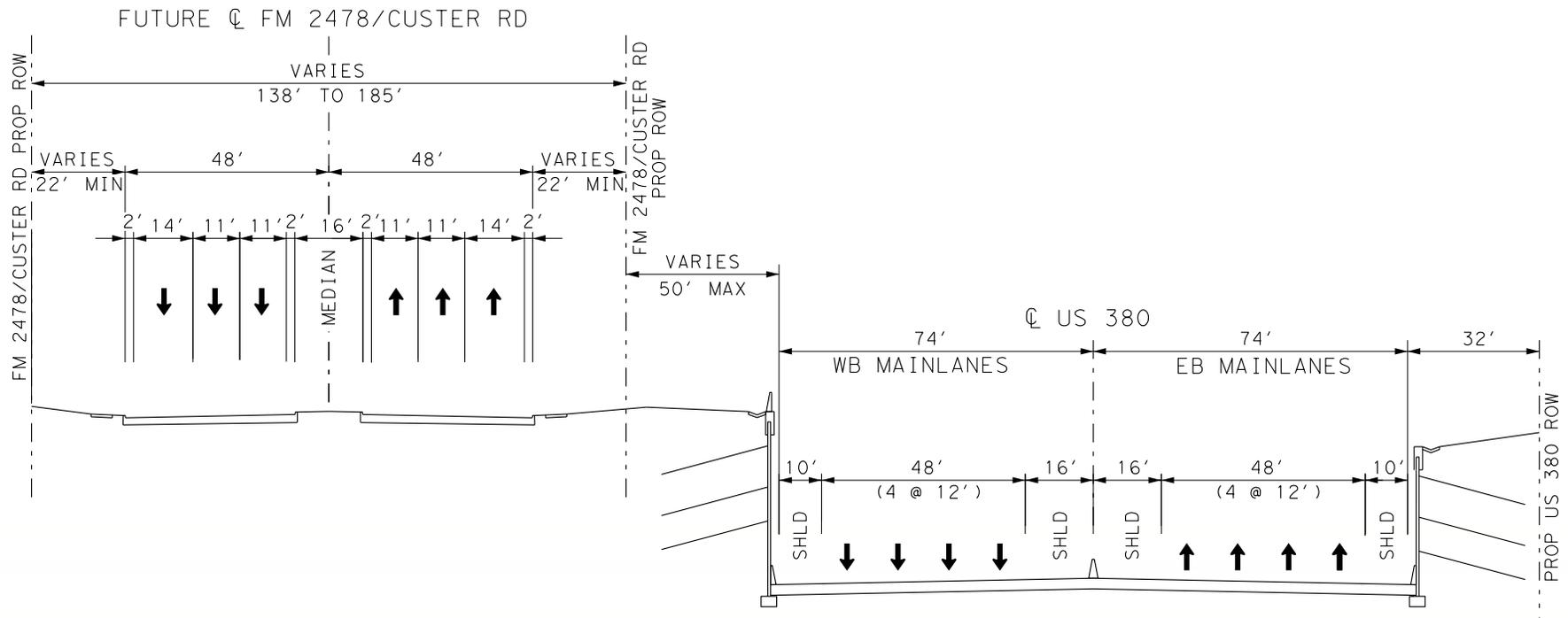
CRITERIA RATING SCALE

- Does not achieve criteria
○
- Sometimes meets criteria
◐
- Partially meets criteria
◑
- Sometimes meets criteria
◒
- Highly meets criteria
●



TEXAS DEPARTMENT OF TRANSPORTATION

CUSTER ROAD AND THE RED E ALIGNMENT – LOOKING NORTH





TEXAS DEPARTMENT OF TRANSPORTATION

HOW TO PROVIDE INPUT

Comment forms and emails must be submitted or postmarked by

APRIL 12, 2019

to be included in the MAPO documentation.



EMAIL COMMENT FORM TO
Stephen.Endres@txdot.gov



FILLING OUT
a comment form tonight
or mailing one in later



FEASIBILITY STUDY PROCESS

JUNE 2017 - MARCH 2018	APRIL - MAY 2018	SUMMER 2018	FALL 2018	WINTER 2018- EARLY SPRING 2019	LATE SPRING/ SUMMER 2019	LATE SUMMER/ EARLY FALL 2019
Initial Data Gathering	Stakeholder Input & Public Involvement	Process Data/Input	Stakeholder Input & Public Involvement	Process Data/Input	Stakeholder Input & Public Involvement	Project Implementation Plan
<ul style="list-style-type: none"> • One-on-one meetings with partners • Technical work sessions 	<ul style="list-style-type: none"> • Public meeting and comment period • Elected leader outreach and council presentations • Stakeholder work groups 	<ul style="list-style-type: none"> • Input analyzed • TxDOT selects alignments for the study team to refine further • Evaluation of alignments 	<ul style="list-style-type: none"> • Public meeting and comment period • Key stakeholder and elected leader outreach 	<ul style="list-style-type: none"> • Public comments analyzed • Complete additional and more in-depth analysis* 	<ul style="list-style-type: none"> • Public meetings and comment period • Elected leader outreach and council presentations • Stakeholder work groups 	<ul style="list-style-type: none"> • Recommend long and short term improvements as well as regional action items
Alignment trends	5 alignment options		2 alignments with options			TxDOT selects recommended alignment

***ADDITIONAL ANALYSIS**

- Economic impacts by alignments.
- More specific input from potentially affected property owners & stakeholders.
- Travel demand modeling including full build out model and demographics.
- Preliminary noise analysis.



TEXAS DEPARTMENT OF TRANSPORTATION

TOGETHER WE HAVE DONE EXTENSIVE ANALYSIS OF THE NEED AND POTENTIAL SOLUTIONS.

Decisions about the next steps of this corridor the process will take time
- that is why it is so important that we start NOW to plan for our future.



WE ARE HERE



INPUT FROM THE PUBLIC IS IMPORTANT AND CONSIDERED BY TxDOT AT EVERY PHASE OF PROJECT DEVELOPMENT



TEXAS DEPARTMENT OF TRANSPORTATION



STEPHEN ENDRES, P.E.
TxDOT PROJECT MANAGER

STEPHEN.ENDRES@TXDOT.GOV

(214) 320-4469

TONY KIMMEY, P.E.
STUDY TEAM PROJECT MANAGER

TKIMMEY@BURNSMCD.COM

(972) 455-3112

MICHELLE RAGLON
TxDOT PUBLIC INFORMATION OFFICER

MICHELLE.RAGLON@TXDOT.GOV

(214) 320-4480



TEXAS DEPARTMENT OF TRANSPORTATION



THANK YOU!

PLEASE VISIT

WWW.DRIVE380.COM

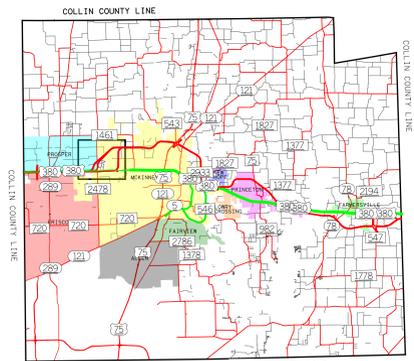
FOR MORE INFORMATION



E3 Roll Plots

US 380 FEASIBILITY STUDY
COLLIN COUNTY, TEXAS
 CSJ: 0135-02-059
 0135-03-048
 0135-04-032
 0135-05-026
 0135-11-022

RED ALTERNATIVE
MARCH 2019
ROLL 1 OF 1



ROLL MAP LOCATION
 NOT TO SCALE

- LEGEND**
- ALTERNATIVE ROUTES**
- RED ALIGNMENT OPTION A
 - RED ALIGNMENT OPTION B
 - RED ALIGNMENT OPTION E
 - GREEN ALIGNMENT
- DEVELOPMENT STATUS**
- APPROVED ZONING
 - ACTIVE
 - APPROVED
 - BUILDING PERMIT ISSUED
 - BASED/PERMITTED DEVELOPMENT
- ENVIRONMENTAL CONSTRAINTS**
- PARK
 - CEMETERY
 - CLOSED LANDFILL
 - ACTIVE LANDFILL
 - 100 Year Flood Plain
 - Regulatory Floodway
 - COE BOUNDARY
- TRANSPORTATION ROUTES**
- US HIGHWAY
 - STATE HIGHWAY
 - RAILROAD
- ADDITIONAL LOCATIONS OF INTEREST**
- POLICE STATION
 - FIRE STATION
 - HOSPITAL
 - AIRPORT
 - SCHOOL
 - GOLF COURSE
 - PARCEL BOUNDARIES
 - CITY LIMITS
 - UTILITIES

PRELIMINARY, SUBJECT TO CHANGE
 BASED ON FURTHER DEVELOPMENTS RESULTING
 FROM PUBLIC INPUT
 AND TECHNICAL REVIEW.

NOT INTENDED FOR
 CONSTRUCTION, BIDDING
 OR PERMIT PURPOSES.

DATE APPROVED: _____ DATE SUBMITTED: _____

SCHEMATIC PREPARED BY:
 BMCQ ENGINEERING, INC.
 REGISTRATION NUMBER F-845

JOSHUA RYAN ROBERTSON 115996
 NAME P.E. NUMBER
 XX/XX/2018 DATE

15950 N. DALLAS PKWY,
 SUITE 700
 DALLAS, TX 75248
 ENGINEERING FIRM F-845

