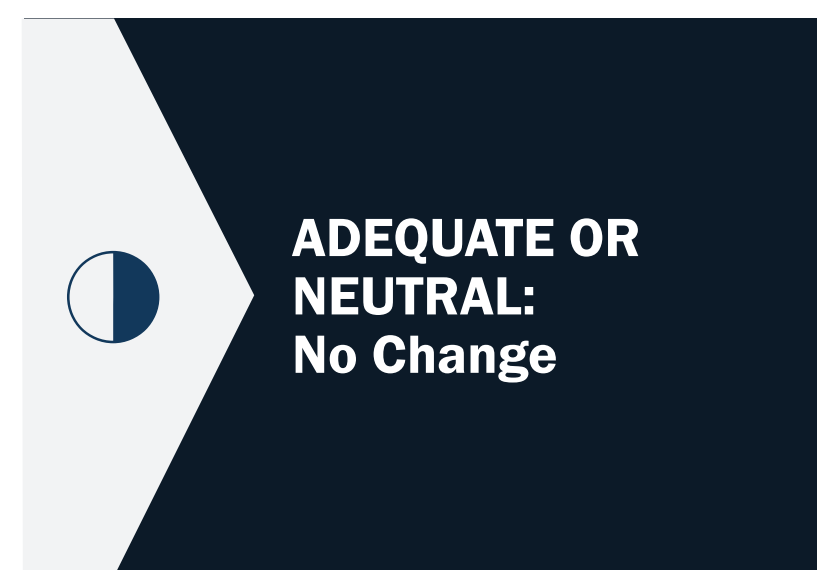




# Texas Department of Transportation

## SEGMENT ANALYSIS MATRIX

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



\*All references to "with Spur 399 Extension connection" refer to impacts that would be caused should the separate Spur 399 Extension project be constructed.

★ SCREENING/ EVALUATION CATEGORY	SEGMENT A & SEGMENT A SHIFT* (MCKINNEY-WEST) COIT ROAD TO CR 161/RIDGE ROAD <small>*The Segment A shift provides for an alternative design near University Drive and future US 380 intersection to better accommodate future developments.</small>	SEGMENT B (PROSPER - FURTHEST WEST) COIT ROAD TO CR 161/RIDGE ROAD	SEGMENT E (BLOOMDALE) CR 161/RIDGE ROAD TO SH 5 COMMON TO ALL ALTERNATIVES	SEGMENT C (MCKINNEY FURTHEST EAST) SH 5 TO FM 1827	SEGMENT D (MCKINNEY - EAST) SH 5 TO FM 1827	NO-BUILD ALTERNATIVE (NO FREEWAY) COIT ROAD TO FM 1827	KEY TAKEAWAYS	
Displacements and Right-of-Way Requirements	<b>Residential Displacements</b>  <i>No additional residences would be displaced by the shift option</i>	2 residential displacements	10 residential displacements	without Spur 399 Ext. interchange 10 residential displacements  with Spur 399 Ext. interchange 10 residential displacements	without Spur 399 Ext. interchange 7 residential displacements  with Spur 399 Ext. interchange 7 residential displacements	No displacements	Segment B has three more residential displacements than Segment A. Segment C has three more residential displacements than Segment D.	
	<b>Business Displacements</b>  <small>*existing business displacements only. Does not include future businesses.</small>	15 business displacements  <i>No additional businesses would be displaced by the shift option.</i>  <small>SCP Distributors, Firestone, Popeyes Louisiana Kitchen, Proser Plaza (Starbucks, T-Mobile, The UPS Store, Sherwin Williams Paints), Burger King, Taco Bueno, Ewing Irrigation &amp; Landscape Supply, Former Valero, Brackeen Trailer Sales, Valvoline Instant Oil Change, AT&amp;T Store, Scooter's Coffee</small>	0 business displacements	without Spur 399 Ext. interchange 19 business displacements <small>Pearis Wedding Venue, Carroll's Automotive, FrG Commissary Kitchens &amp; Food, Lone Star Wrecker, Safari Towing &amp; Road Service, Solid Woodmakers, PowerDynamix Supreme Shutters, Arrete Auto Repair, Whiteside Customs, XCEL Auto Repair, Texas Metal Company, Hernandez Auto, Progressive Water Treatment, Parkway Auto Sales, Sonic Auto Hall Repair, Collin County Truck Parts &amp; Drive Shaft Service, Nanos Tire, C&amp;E Auto Sales</small>  with Spur 399 Ext. Interchange 19 business displacements <small>Businesses listed above - no additional displacements</small>	without Spur 399 Ext. interchange 19 business displacements <small>Caraway Concrete Construction, Misfits of Christ Garage, Welders of Art, Carroll's Automotive, Lone Star Wrecker, Safari Towing &amp; Road Service, Solid Woodmakers, PowerDynamix, Whiteside Customs, Arturo's Auto Repair, Texas Metal Company, Hernandez Auto, Progressive Water Treatment, 2 Unidentified Businesses (1 vacant), Parkway Auto Sales, Sonic Auto Hall Repair, Collin County Truck Parts &amp; Drive Shaft Service, Nanos Tire, C&amp;E Auto Sales</small>  with Spur 399 Ext. Interchange 21 business displacements <small>Businesses listed above plus the following - Lattimore Materials Company, RaceTrac</small>	No displacements	Segment A displaces 15 businesses. Segment B displaces none. Segments C and D (without Spur 399) both displace 19 businesses. The business types displaced by all Build Alternatives are not unique to the area as there are other areas where they could re-establish.	
	<b>Amount of New Right-of-Way (ROW) Required (acres)</b>  <small>Estimated ROW Cost in Millions (M)</small>  <small>*Costs are derived from Collin County Appraisal District values, increased to \$2.50/square foot minimum and a 200% contingency applied to the total</small>	179.8 acres  \$247.8M (without shift) / \$197.8M (with shift)	191.1 acres  \$152.8M	272.61 acres  \$131.4M	without Spur 399 Ext. interchange 209.6 acres \$114.2M  with Spur 399 Ext. interchange 221.7 acres	without Spur 399 Ext. interchange 228 acres \$118.9M  with Spur 399 Ext. interchange 238.8 acres	No new ROW required  No cost to acquire ROW	A major component of the estimates for ROW costs would be what TxDOT would need to pay for displaced residences and businesses. That is why you see when comparing Segments A to B and C to D, that Segments B and D would have greater acquisition costs for fewer acres of land.
Land Use and Development Impacts	<b>Land Use and Development Potential</b>	Mix of land uses including single and multi-family residential, commercial, and open space with many developing parcels.  Areas not currently planned for development would most likely change to uses matching those currently planned as infill occurs.  Based on the City of McKinney's Comprehensive Plan which considers an alternative Future Land Use Plan for Segment A; indicated that areas that are bisected or impacted and have development planned, have the potential to redevelop into different land uses outside of those currently planned including near the new intersections of the US 380 freeway and Independence Parkway, Custer Road, Stonebridge Drive, University Drive, Wilmeth Road, and Bloomdale Road.  Redevelopment could also occur near the developments listed below.	Mix of land uses including single and multi-family residential, commercial, and open space with many developing parcels. Areas not currently planned for development would most likely change to uses matching those currently planned as infill occurs.  While Prosper does not have an alternative Future Land Use plan that considers Segment B, areas that are bisected or impacted and have development planned, have the potential to redevelop into different land uses outside of those currently planned near the intersections of the US 380 freeway and Independence Parkway, Stonebridge Drive, University Drive, and Bloomdale Road. Redevelopment could also occur near the developments listed below.	This area is dominated by existing and planned residential land uses (primarily single-family). The City of McKinney has acquired additional land west of Erwin Park both north and south of Bloomdale for future recreational use. The area west of the proposed US 380/US 75 interchange is planned for mixed-use development. East of US 75, the area is dominated by floodplains that would limit development along the freeway. Potential for changes in land use is low but could possibly occur near the US 380/Lake Forest Drive interchange and the US 380/US 75 interchange. According to the McKinney 2020 Comprehensive Plan which considers an alternative Future Land Use Plan for Segment E, a mixed-use place type would occur in the southeastern corner of the US 380/Lake Forest Drive interchange.	Land use may change from the rural residential and agricultural uses currently present to more dense land uses in areas not restricted by floodplains.  More potential for development than Segment D because the area does not have as many acres of floodplains and floodways.  According to the McKinney 2020 Comprehensive Plan, which considers an alternative Future Land Use Plan for Segment C, redevelopment may occur adjacent to the proposed interchange connecting to existing US 380 as well as the US 380/FM 1827 interchange. Plans also include a commercial center and a mix of suburban and urban living adjacent to the freeway.	Land use may change, however, there is less development potential on Segment D than Segment C because the area encompassing Segment D largely consists of floodplains and floodways.  According to the McKinney 2020 Comprehensive Plan, which considers an alternative Future Land Use Plan for Segment D, redevelopment may occur adjacent to the proposed interchange connecting to existing US 380.	Since there would be no improvements, there would not be a change in land use due to the project.	While both Segment A and B have the potential for land use changes, the City of McKinney's Future Land Use Plan largely accommodates Segment A changes, while the lack of a similar plan from Town of Prosper does not. Some developments east of Custer Road along Segment B indicated that the planned single-family residential housing units could continue to be developed along Segment B with site adjustment. Some of the planned residential neighborhoods bisected by Segment B could potentially be re-zoned for different uses. Half of Segment A has established businesses and residential neighborhoods which would remain in place except for the displaced businesses and single-family homes. The planned developments along Segment A would most likely continue to progress. Segment A crosses over floodplains which would be difficult to develop; however, the surrounding vacant area around Wilmeth Road could potentially see future developments due to the new roadway and interchange. Both segments have redevelopment and new development potential. Segment A has less redevelopment potential because of the floodplain and has less undeveloped land than Segment B. There is less development potential in Segment D than Segment C because the area largely consists of floodplains and floodways.
	<b>Considerable Future Development Impacts and Planning and Zoning Commission Status as of May 2022</b>  <small>(As identified through City of McKinney, Town of Prosper, and Collin County coordination)</small>	<b>Current Segment A</b> The Chase at Wilson Creek Phases 1 & 2 - Billingsley Multifamily (Preliminary Plat), potentially displacing 240 of 1,780 residential units. Development permits anticipated early 2023. Billingsley Residential (Preliminary Plat), potentially displacing 163 of 1,174 residential unit. Shops at Walnut Grove (Preliminary Plat), 2 potential displacements including Jason's Deli and Pacific Dental. Prestwyck Park Retail (Conveyance Plat), potentially displacing 2 units (confirming with developer).  <b>Shift Option</b> The Chase at Wilson Creek Phases 1 & 2 - Billingsley Multifamily (Preliminary Plat), potentially displacing 56 of 1,780 residential units. Development permits anticipated early 2023. Billingsley Residential (Preliminary Plat), potentially displacing 163 of 1,174 residential units. Shops at Walnut Grove (Preliminary Plat), 2 potential displacements including Jason's Deli and Pacific Dental. Prestwyck Park Retail (Conveyance Plat), potentially displacing 2 units, confirming with developer.	Ladera Residential Phase 1 (under construction/grading). Thirty (30) residential homes and the amenities center will be occupied by April 2023 and would potentially be displaced. Those occupied by the date of the ROD are listed in residential displacements. The total number of additional residences eventually displaced would be 81 of 244 residential units. Development permits for Phase 2 are also being considered by the Town of Prosper.  Billingsley Residential (Preliminary Plat), potentially displacing 201 of 1,174 residential units.  Wandering Creek Residential (Preliminary Plat), potentially displacing 8 of the 264 units.  Rutherford Creek/LandPlan (Preliminary Plat) 77 of 328 single-family residential.  Prosper Hollow (Preliminary Plat) 83 of 248 townhomes.  Prestwyck Park Retail (Conveyance Plat), potentially displacing 2 units (confirming with developer).	Painted Tree Residential (Preliminary Plat)  Erwin Farms Residential (Preliminary Plat), potentially displacing 50 of 340 residential units  Timber Creek Phases 7 & 8 (Site Plan Review)  Highland Lakes (Preliminary Plat)	According to the City of McKinney's Future Land Use Plan, this area has potential to be a location for future residential development, but currently has no official planned developments that would be impacted.	No considerable future development impact.	No effect on future land use changes or proposed developments away from the existing US 380 corridor. However, areas of vacant land along existing US 380 would continue to develop and generate additional traffic, contributing to increased congestion and delay, and would continue to negatively affect mobility along US 380. Reduced mobility and increased congestion into the future could deter future development within McKinney and adjacent areas.	More future residential units would be potentially displaced by Segment B (450) than Segment A (403 / 219 shift option).  Due to the considerable and fast-paced growth in the area, TxDOT is tracking future developments including future homes and businesses. The planned residential homes and businesses have not begun construction, however, TxDOT could potentially begin right-of-way acquisition before these planned developments begin construction. TxDOT is working with local governments to gather information on developments currently going through the planning/permitting process that would be potentially impacted by the project.