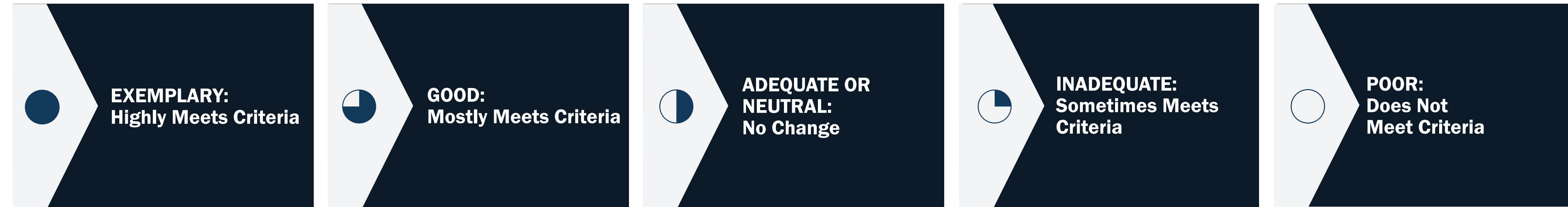




# Texas Department of Transportation

## 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	
Environment and Natural Resources - Continued	Hazardous Materials	2 moderate risk, 2 high risk  Potential high risk sites are Bomac (current Valvoline Oil Change Facility) and the closed Country Boy Store (gas station and convenience store with an LPST)  No change anticipated with the shift option.	0 sites	2 moderate risk	without Spur 399 Ext. interchange 5 moderate risk  with Spur 399 Ext. 6 moderate risk  with Spur 399 Ext. interchange 5 moderate risk	without Spur 399 Ext. interchange 2 moderate risk  with Spur 399 Ext. 3 moderate risk, 1 high risk  with Spur 399 Ext. interchange 3 moderate risk, 1 high risk High risk site - Lattimore Materials (active cement ready-mix plant)	No impact	Many sites listed have or had petroleum storage tanks on the identified parcels. Some are or were gas stations/convenience stores.  Segment A has 4 sites with potential to impact the project, two of which are high risk. Segment B has no sites with potential impact to the project.  Segment D has more sites of higher risk than Segment C.	
	Farmland Impacts	44.3 acres Prime Farmland 14.9 acres Statewide Important Farmland  No substantial increases with the shift option.	46.3 acres Prime Farmland 2 acres Statewide Important Farmland	174.9 acres Prime Farmland 25 acres Statewide Important Farmland	with and without Spur 399 Ext. interchange 56.6 acres Prime Farmland No Statewide Important Farmland	with and without Spur 399 Ext. interchange 61.9 acres Prime Farmland No Statewide Important Farmland	No impact	Segment B would impact 2 more acres of Prime Farmland. Segment B would impact 12.9 less acres of Statewide Important Farmland.  Segment D would impact 5.3 more acres of Prime Farmland.  Prime Farmland is land that has the best combination of physical and chemical characteristics for producing food. Statewide Important Farmland is identified as such by the state or local agency. Mitigation would not be required.	
Community Impacts and Cultural Resources	Community Facilities Affected or Separated from Neighborhoods	Would not require right-of-way to be acquired from any property that is considered a community facility including parks, places of worship, community centers, or other facilities  All segments are adjacent to facilities and may create a sense of a barrier or separation between neighborhoods  Would not bisect any subdivisions not already separated by existing roadways	Would not require right-of-way to be acquired from any property that is a community facility including parks, places of worship, community centers, or other facilities  ManeGait has been identified by the community as an important community resource. Segment B would not require right-of-way to be acquired from the parcel owned by ManeGait. However, right-of-way would be required from the ManeGait founder's private property, now described to be a location for sensory trail rides. See more information in Key Takeaways  All segments are adjacent to facilities and may create a sense of a barrier or separation between neighborhoods  New Ladera neighborhood being developed would be bisected	Would not require right-of-way to be acquired from any property that is considered a community facility including parks, places of worship, community centers, or other facilities  All segments are adjacent to facilities and may create a sense of a barrier or separation between neighborhoods  Would not bisect any subdivisions not already separated by existing roadways	Would not require right-of-way to be acquired from any property that is considered a community facility including parks, places of worship, community centers, or other facilities  All segments are adjacent to facilities and may create a sense of a barrier or separation between neighborhoods  Would not bisect any subdivisions not already separated by existing roadways	Would not require right-of-way to be acquired from any property that is considered a community facility including parks, places of worship, community centers, or other facilities  All segments are adjacent to facilities and may create a sense of a barrier or separation between neighborhoods  Would not bisect any subdivisions not already separated by existing roadways	As growth continues, increasing traffic congestion and delay along existing US 380 may contribute to increased travel times for emergency responders and add time to school bus routes. Congestion and delay may also interfere with the public gaining access to community facilities located along or primarily accessed from existing US 380	Potential impacts to ManeGait on Segment B that were considered:  Noise analysis results show that noise mitigation would be considered reasonable and feasible near ManeGait and would provide the required noise reduction per TxDOT noise policy for a park/residence.  Research of similar therapeutic horsemanship facilities, such as the Shea Center and Dream Catchers in southern California, was done including staff interviews and noise measurements. Concluded that a facility can operate in locations near major transportation facilities such as multi-lane interstates and commuter rail lines.  The project would not make the ManeGait facility inaccessible to persons with disabilities and would not violate the Americans with Disabilities Act (ADA). TxDOT, as an agent for the Federal Highway Administration (FHWA), is required to comply with ADA when providing access for persons with disabilities to its streets and sidewalks. Neither TxDOT nor FHWA, have ADA oversight responsibilities for projects outside of the public right-of-way that do not use federal surface transportation program funds. ManeGait would be outside of public right-of-way.	
	Disproportionate Impacts to Environmental Justice (EJ), Low-Income, and Minority Communities	Segments A, B, C, and E do not intersect low-income or minority block groups nor are there any displacements located in minority block groups. Segment D, with the Spur 399 Ext. connection, would separate historic minority neighborhoods from parks.						Increasing traffic volumes along existing US 380 would contribute traffic noise, localized air emissions, and congestion affecting access to low-income and minority neighborhoods adjacent to US 380.	
	Visual and Aesthetic Impacts	Construction of all segments would change the existing visual environment caused by new location roadways, new grade-separated interchanges, new safety streetlighting, and signage. Grade separated interchanges align a junction of two or more roadways at different heights (grades) so that they will not disrupt the traffic flow when they cross each other. Grade separated interchanges generally consist of a combination of roads and bridges (overpasses or flyovers).						No impact	
Archeological Sites, Cemeteries, and Historic Properties	No direct effect on recommended National Register of Historic Place (NRHP) eligible resources.  No change anticipated with the shift option.	No direct effect on recommended NRHP-eligible resources	No direct effect on recommended NRHP-eligible resources	No direct effect on recommended NRHP-eligible resources	No direct effect on recommended NRHP-eligible resources	No impact	There are no cemeteries in the proposed ROW for any of the segments.  Archeological surveys for properties where right-of-entry (ROE) was granted are complete. An additional pedestrian survey and deep testing will be needed for some properties once TxDOT acquires ROW. No substantial difference between any of the segments.		