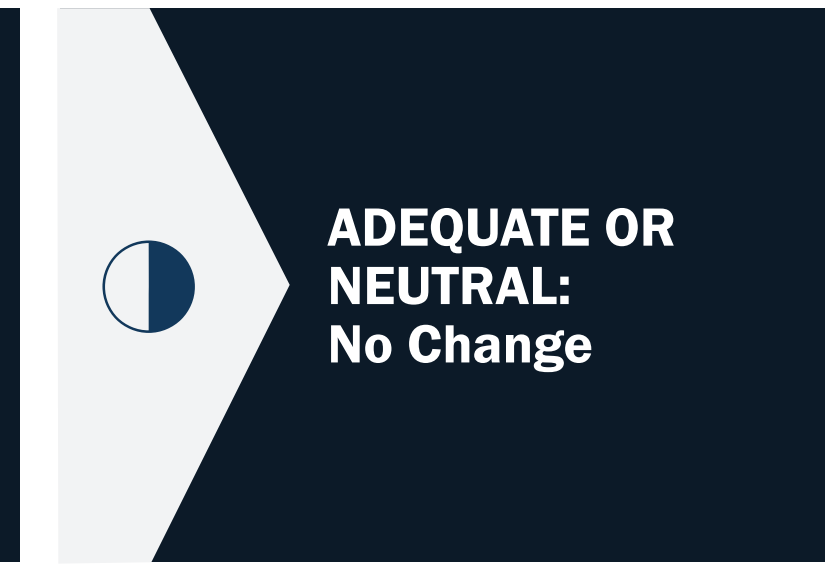


Texas Department of Transportation

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																																												
Induced Growth Cumulative Effects	<p>Most of the surrounding area is planned for suburban residential use with a node of commercial development near the intersection of future Ridge Road and Bloomdale Road (ONE McKinney Comprehensive Plan). The potential for induced growth would most likely be limited to vacant lands not already in various stages of development (zoning, site plans, etc.); not restricted by floodplain regulations; and not dedicated for future open space by the City of McKinney, along with the redevelopment of remnant parcels along existing US 380 after acquisition for the proposed improvements.</p> <p>Segment A would have the potential to induce more growth than Segment B due to the greater number of vacant parcels where future development is not planned. However, some of the unplanned areas along Segment A might not be developable due to floodplains.</p>	<p>The area along existing US 380 is designated as a highway-oriented district with most of the remaining area surrounding the alignment designated for low-density residential (Town of Prosper Future Development Plan, Aug-2021). Currently, most areas are zoned, have site plans approved, have building permits issued, or are under construction, limiting the potential for induced growth to the redevelopment of remnant parcels after acquisition for the proposed improvements.</p>	<p>Most parcels along the alignment are developed or in various stages of residential development, and those near US 75 area are planned for commercial and "Professional Campus" development (ONE McKinney Comprehensive Plan). The potential for induced development is low unless parcels acquired for the project have redevelopment potential.</p>	<p>Surrounding area is relatively open and development is scattered. Besides areas already developed or restricted from development by floodplains, the potential for induced development would be moderate with access provided by the proposed freeway.</p>	<p>Surrounding area is relatively open and development is scattered. The potential for induced development is low due to the presence of regulatory floodways where development is restricted, and floodplains where development is required to meet strict regulations, even with access provided by the freeway.</p>	<p>Future congestion would severely limit induced development to the redevelopment of parcels as local thoroughfare plans and land use policies change.</p>	<p>Induced growth involves identifying what likely land use changes and development could occur in the study area as a result of the improved mobility and connectivity the proposed project would provide. Typically, induced development could be the development of gas stations, truck stops, hotels, or commercial centers in the vicinity of a new interchange. Induced growth or development can have both positive and negative effects - it can have positive effects on local tax base and employment growth but negative effects on congestion, traffic noise, and natural resources.</p>																																												
Cost	<table border="0"> <tr> <td>Current Segment A</td> <td>Shift Option</td> </tr> <tr> <td>\$247.8M</td> <td>\$197.8M</td> </tr> <tr> <td>+</td> <td>+</td> </tr> <tr> <td>\$74.7M</td> <td>\$74.7M</td> </tr> <tr> <td>+</td> <td>+</td> </tr> <tr> <td>\$635.3M</td> <td>\$608.3M</td> </tr> <tr> <td>=</td> <td>=</td> </tr> <tr> <td>\$957.8M Estimated Total</td> <td>\$880.8M Estimated Total</td> </tr> </table> <p><small>M=Million</small></p> <p><small>*does not include impacts to future developments</small></p>	Current Segment A	Shift Option	\$247.8M	\$197.8M	+	+	\$74.7M	\$74.7M	+	+	\$635.3M	\$608.3M	=	=	\$957.8M Estimated Total	\$880.8M Estimated Total	<table border="0"> <tr> <td>\$152.8M</td> <td>+</td> <td>\$25.4M</td> <td>+</td> <td>\$587.8M</td> <td>=</td> <td>\$766.0M Estimated Total</td> </tr> </table>	\$152.8M	+	\$25.4M	+	\$587.8M	=	\$766.0M Estimated Total	<table border="0"> <tr> <td>\$131.4M</td> <td>+</td> <td>\$23.1M</td> <td>+</td> <td>\$979.4M</td> <td>=</td> <td>\$1.13B Estimated Total</td> </tr> </table>	\$131.4M	+	\$23.1M	+	\$979.4M	=	\$1.13B Estimated Total	<table border="0"> <tr> <td>\$114.2M</td> <td>+</td> <td>\$30.0M</td> <td>+</td> <td>\$640.0M</td> <td>=</td> <td>\$784.2M Estimated Total</td> </tr> </table>	\$114.2M	+	\$30.0M	+	\$640.0M	=	\$784.2M Estimated Total	<table border="0"> <tr> <td>\$118.9M</td> <td>+</td> <td>\$73.0M</td> <td>+</td> <td>\$768.7M</td> <td>=</td> <td>\$960.6M Estimated Total</td> </tr> </table>	\$118.9M	+	\$73.0M	+	\$768.7M	=	\$960.6M Estimated Total	<p>Although no money would be spent to build or improve a road, long-term costs would occur due to maintenance of the existing roadway system, increased congestion and safety considerations as traffic increases, and travel times and delay increases as traffic continues to grow in the study area.</p>	<p>Costs are generally higher on alternatives where TxDOT would have to acquire more and/or more expensive right-of-way as well as alternatives that are constructed on structures and bridges.</p> <p>Costs for Segment A are higher than Segment B largely because it is nearly a mile longer and includes more ramps and interchanges, though Segment B has a higher construction cost per mile due to more extensive bridging along Rutherford Branch to mitigate impacts to floodplain and ponds. A large portion of Segment D would be constructed on bridges and have complex drainage features because TxDOT would try and mitigate for impacts to the floodplains right-of-way.</p>
Current Segment A	Shift Option																																																		
\$247.8M	\$197.8M																																																		
+	+																																																		
\$74.7M	\$74.7M																																																		
+	+																																																		
\$635.3M	\$608.3M																																																		
=	=																																																		
\$957.8M Estimated Total	\$880.8M Estimated Total																																																		
\$152.8M	+	\$25.4M	+	\$587.8M	=	\$766.0M Estimated Total																																													
\$131.4M	+	\$23.1M	+	\$979.4M	=	\$1.13B Estimated Total																																													
\$114.2M	+	\$30.0M	+	\$640.0M	=	\$784.2M Estimated Total																																													
\$118.9M	+	\$73.0M	+	\$768.7M	=	\$960.6M Estimated Total																																													
Stakeholder, Agency, and Public Input	<p>City of McKinney: Oppose</p> <p>Town of New Hope: [Blank]</p> <p>Town of Prosper: Supports US 380 being a Controlled Access Highway along its current alignment within the Town limits. Likely position would not change as a result of the shift option since it is not within Town limits.</p> <p>Collin County: Has yet to take a formal stance on Segment A and has not been provided the shift option.</p> <p>Texas Parks and Wildlife Department: [Blank]</p> <p>Public Input as reflected by the Public Meeting and comment period from March 22 to April 21, 2022. (9,075 total number of comments received)</p>	<p>Support</p> <p>Oppose</p> <p>Oppose</p>	<p>Support a freeway alignment generally between future Ridge Road and Community Avenue</p> <p>Supports alignment along CR 164 and Bloomdale Rd between future Ridge Rd and Community Ave with possible adjustments of up to 300 ft each side.</p>	<p>Support</p> <p>Oppose</p>	<p>Oppose</p> <p>Support</p>	<p>Discourages Segments C & D and supports use of existing roadways.</p>	<p>Opposes Segment F (freeway constructed along the existing US 380)</p>																																												
	<p>94.3% referenced Segments A or B, of those, 71.2% preferred Segment A to B, 27% preferred Segment B to A, 0.2% were opposed to both Segment A & B, 1.6% supported both Segment A & B.</p> <p><small>The shift option was not previously shown publicly.</small></p>	<p>2.3% referenced Segment E, of those, 40.4% supported Segment E 59.6% opposed Segment E</p>	<p>4% referenced Segments C or D, of those, 26.5% preferred Segment C to D, 41.1% preferred Segment D to C, 28.9% opposed both Segment C & D, 3.5% supported both Segment C & D</p>	<p>6.3% did not support any of the alternatives moving forward. This includes those that are opposed to all Segments A-E, supported Segment F only, or supported the No-Build Alternative.</p>																																															