APPENDIX F: Comments Received During Scoping Process

Appendix F-1: Agency Scoping - October 26, 2020

CSJs 1035-02-065 and 1035-03-053 US 380 EIS – Coit Road to FM 1827
Agency Scoping Meeting - Summary of Responses and Comments Received
October 15, 2020 through November 27, 2020

Date of Response/Comment	Agency/Organization	Summary of Response/Comment
October 15, 2020	US Army Corps of Engineers, Fort Worth District (USACE)	Accepted Cooperating Agency Status Identified USACE Project ID #SWF-2020-00339 Coordination may be required under Section 404 of the CWA, Section 10 of the Rivers & Harbors Act Identified Barry Osborne as Point of Contact (POC)
October 16, 2020	Town of New Hope	Acknowledged invitation to be a Participating Agency Identified Jill Monson, Town Secretary, as POC
October 16, 2020	North Texas Municipal Water District (NTMWD)	Acknowledge invitation to be a Participating Agency Identified Yambo Li, Planning Program Manager, as POC
October 16, 2020	Texas Parks and Wildlife Department (TPWD)	Acknowledged and accepted invitation to be a Participating Agency Identified Suzanne Walsh, Transportation Conservation Coordinator, as POC
October 19, 2020	Federal Railroad Administration (FRA)	Declined invitation to be a Cooperating Agency due to lack of need of FRA-specific expertise.
October 19, 2020	Texas Department of Environmental Quality (TCEQ), Water Quality Division	Accepted Participating Agency Status Coordination will be needed with USACE to issues Section 401 Water Quality Certification in association with a Section 404 permit. Identified Peter Schaefer as POC
October 21, 2020	Texas Historical Commission (THC)	Accepted Participating Agency Status Identified Justin Kockritz, Lead Project review, Federal Programs, History Programs Division; and Bill Martin, Archeologist and Reviewer, Archeology Division as POCs
October 22, 2020	Town of New Hope	Request the link to the Agency Scoping Meeting be sent to Andy Reitinger (Mayor) and Carol King (Alderman/Treasurer)
October 23, 2020	City of McKinney, Engineering Department	Accepted Participating Agency Status Identified Gary Graham, Director of Engineering, as POC
October 28, 2020	North Texas Municipal Water District (NTMWD)	Declined invitation to be a Participating Agency Noted ongoing coordination with project team regarding existing and planned infrastructure in the project area is appreciated.
October 29, 2020	Collin County	Identified Clarence Daugherty, Collin County Director of Engineering, as POC
October 29, 2020	US Environmental Protection Agency (EPA)	Transmittal of response to invitation to be a Cooperating Agency Clarify that comment period ends November 27, 2020
October 29, 2020	US Environmental Protection Agency (EPA)	Letter accepting Cooperating Agency status, and will review and comment on the EIS pursuant to their regulatory responsibility under Section 309 of the Clean Air Act Identified Robert Houston as POC

October 29, 2020	Town of Prosper	Identified Rebecca Zook, Executive Director of Development & Infrastructure Services, as POC; and requested that Hulon Webb, Pete Anaya, and Harlan Jefferson remain additional contacts.
October 29, 2020	Town of New Hope	Acknowledging Agency Scoping Meeting Presentation
October 30, 2020	Town of New Hope	Accepted Participating Agency Status Intend to send POC contact information following the Town Council meeting on November 10, 2020
October 30, 2020	Town of New Hope	Repeat of October 30, 2020 response above but in letter format
October 30, 2020	Town of New Hope	Copy of email received by Town Council with comments regarding the layout of a potential connection of US 380 and FM 1827 including a bridge/interchange sketch to address traffic speeds.
October 30, 2020	USDA Natural Resource Conservation Service (NRCS)	Acknowledged invitation to be a Participating Agency Identified the following POCs – Kristy Oates, State Conservationist; Russell Castro, State Wildlife Biologist; Rob Ziehr, Acting State Resource Conservationist; and Alan Stahnke, State Soil Scientist
October 30, 2020	US Fish and Wildlife Service (USFWS)	Transmittal of response to the proposed US 380 Improvements EIS (Email)
October 30, 2020	US Fish and Wildlife Service (USFWS)	Declined invitation to be a Cooperating Agency due to lack of Federal trust resources in the project area. Identified Sean Edwards as POC
November 2, 2020	Texas Railroad Commission (TXRR)	Declined invitation due to lack of resources/activities under their jurisdiction within the project area.
November 23, 2020	Texas Parks and Wildlife Department (TPWD)	Response identified the following issues/concerns based on limited/preliminary information provided by TxDOT during scoping: ▪ Recommend using existing corridors to reduce habitat fragmentation ▪ Discourage selection of Segments C and D – impacts to East Fork of the Trinity River, wildlife habitat, floodplain, and Lake Lavon ▪ Refer to Teas Conservation Action Plans (TCAP), TPWD Rare, Threatened, and Endangered Species (RTEST) by County Application, Texas Natural Diversity Database (TXNDD), and Ecological Mapping System of Texas (EMST) for information to assist in evaluating impacts ▪ Consider potential impacts to wildlife travel corridors and incorporate wildlife crossings into design strategies; modify bridges/culverts to facilitate wildlife passage. ▪ Recommend choosing the alignment with least impact on wetlands and streams, set bottom culvert elevation below grade to facilitate aquatic organism passage, consider relocation of aquatic species under TPWD permit ▪ Consider wildlife impacts from light pollution, incorporate dark =sky lighting practices into design strategies
November 25, 2020	Town of Prosper	Transmittal of Town of Prosper Resolution No. 2020-87 passed during the Town Council meeting conducted November 24. 2020. Resolution pertains to existing and planned development potentially

		affected by the proposed Gold and Brown Alternatives (Segment B). Prosper Development Map included.
November 25, 2020	Town of New Hope	Response identified the following issues/concerns based on information presented during the Agency Scoping Meeting: ▪ Range of Alternatives – intersection of US 380 and FM 1827 especially hazardous, new intersection configuration should eliminate the current intersection to address access, travel speeds, and noise levels. ▪ "Higher Crash Rates than the Statewide Average" – does not mention FM 1827 intersection. Crashes in June and August 2020 resulted in a fatality and severe injuries, respectively, due to drivers running the traffic signal. ▪ Submitted open records request on September 15,2020 to the Collin County Sheriff's Office to determine the number of crashes that have occurred at that location (January 2018 to present) – data provided. ▪ Increase in crashes at the FM 1827 intersection warrants an interim design solution taking into account the recommended alignment from the US 380 Feasibility Study. Identified Andy Reitinger, Mayor, as POC
November 25, 2020	Town of New Hope	Same information as noted in the previous response on Town of New Hope letterhead.

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT
P.O. BOX 17300
FORT WORTH, TX 76102-0300

October 15, 2020

Regulatory Division

SUBJECT: Project Number SWF-2020-00339 US 380 Coit Road to FM 1827

Mr. John Hudspeth, P.E.
Texas Department of Transportation
4777 East Highway 80
Mesquite, TX 75150-6643

Dear Mr. Hudspeth,

This concerns your submittal dated October 15, 2020, requesting that the U.S. Army Corps of Engineers (USACE), Fort Worth District, participate in the preparation of an Environmental Impact Statement (EIS) for the US 380 project as a cooperating agency. The EIS is for the proposed US 380 improvements from Coit Road to FM 1827 in Collin County, Texas. This project has been assigned Project Number SWF-2020-00339. Please include this number in all future correspondence concerning this project.

Under Section 404 of the Clean Water Act, the USACE regulates the discharge of dredged and fill material into waters of the United States, including wetlands. Our responsibility under Section 10 of the Rivers and Harbors Act of 1899 is to regulate any work in, or affecting, navigable waters of the United States. Any such discharge or work requires Department of the Army authorization in the form of a permit. Based on our review of possible alignments for the proposed project, including an initial assessment of potential crossings of wetlands and other water features, it has been determined that the proposed project may require authorization in accordance with Section 404. Because we have jurisdiction by law, we agree to be included as a cooperating agency for the preparation of the EIS in accordance with 40 CFR Part 1501.6 of the Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act.

If you have any questions about this letter, please contact Mr. Barry Osborn at the address above or telephone (817) 886-1734 and refer to the assigned project number.

Sincerely,

SHELNUTT.JOSEPH.LEE.1110608680 Digitally signed by SHELNUTT.JOSEPH.LEE.1110608680 Date: 2020.10.15 15:12:29 -05'00'

For: Brandon W. Mobley
Chief, Regulatory Division

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, October 16, 2020 8:27 AM
To: Christine Polito; Smith, Chelsey; Cannon-Mackey, Shari
Subject: FW: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

FYI

From: Jill Monson <secretary@newhopetx.gov>
Sent: Thursday, October 15, 2020 9:37 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Re: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Mr. Endres,

Thank you for contacting us on this matter. Your information and invitation have been passed along to the Mayor members of the Town Council for their consideration.

Also, please update your contact information for the Town of New Hope to use the email address listed below. Thank you.

Jill Monson
Town Secretary
Town of New Hope
Collin County, Texas
secretary@newhopetx.gov

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, October 16, 2020 3:00 PM
To: Christine Polito; Cannon-Mackey, Shari
Subject: FW: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053
Attachments: US_380_NTMWD_Long_Participating_Agency_&_Scoping_Invitation_Letter_2020-10-15.pdf; 0135-02-065_US 380 EIS_Alternatives Analaysis Matrix_2020-10-14.pdf; 0135-02-065_US 380 EIS_Range of Alternatives _2020-10-14.pdf; CSJ 0135-02-065 etc_US 380 EIS Coordination Plan-Public Involvement Plan_2020-09-30.pdf; CSJ 0135-02-065-CSJ 0135-03-053_US 380 EIS_PurposeNeed_Memo_V3_2020-09-29.pdf

FYI

From: Yanbo Li <yli@NTMWD.COM>
Sent: Friday, October 16, 2020 2:49 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: R.J. Muraski <rmuraski@NTMWD.COM>
Subject: FW: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Stephen,

It was great talking to you this afternoon and thanks for the information you provided. As mentioned over the phone, I will be NTMWD's main contact and will coordinate NTMWD's internal effort on this project. Please also send the invitation for Spur 399 EIS to me. We will discuss internally and respond to you.

Thanks,
Yanbo

Yanbo Li, P.E.
Planning Program Manager
North Texas Municipal Water District
505 E. Brown Street
Wylie, TX 75098
(972) 442-5405
(469) 626-4731 (direct)
(469) 247-1143 (mobile)

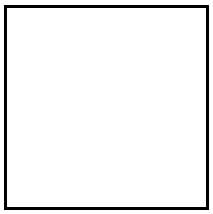
From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 15, 2020 12:59 PM
To: Donna Long <dlong@NTMWD.COM>
Cc: Christine Polito <Christine.Polito@txdot.gov>

Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Please read the attached US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting letter with attachments.
I would appreciate a response to this email that it has been received.

I am the project manager for this EIS for TxDOT. Please contact me if you have any questions.

Stephen Endres
214-320-4469



Cannon-Mackey, Shari

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Friday, October 16, 2020 5:06 PM
To: Stephen Endres
Cc: Christine Polito
Subject: RE: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your letter of October 15, 2020 inviting the Texas Parks and Wildlife Department (TPWD) to become a Participating Agency for the preparation of an Environmental Impact Statement for US 380 in Collin County from Coit Road west of McKinney, to FM 1827 east of McKinney. (CSJ: CSJs: 0135-02-065 and 0135-03-053). TPWD appreciates the opportunity to participate in the environmental review process, and this email acknowledges that TPWD will act as a participating agency for this project. Please let me know if this email correspondence will be sufficient or if the district requires a written letter on agency letterhead. If you have any questions, please contact me at (512) 389-4579.

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
Wildlife Division – Wildlife Habitat Assessment Program
Texas Parks and Wildlife Department
4200 Smith School Road
Austin, TX 78744
Phone: (512) 389-4579
Suzanne.Walsh@tpwd.texas.gov

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 15, 2020 1:13 PM
To: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>
Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Please read the attached US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting letter with attachments.

Christine Polito

From: Johnsen, Michael (FRA) <michael.johnsen@dot.gov>
Sent: Monday, October 19, 2020 11:54 AM
To: Stephen Endres; Christine Polito
Cc: Wright, Kevin (FRA); Osterhues, Marlys (FRA); Gascon, Douglas (FRA); Rennert, Jamie (FRA)
Subject: RE: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Follow Up Flag: Follow up
Flag Status: Completed

Hello Stephen -
FRA will decline Cooperating Agency Status for the US 380 EIS due to the lack of need of FRA-specific expertise. If TXDOT sees a need for FRA expertise, such as rail geometry engineering, please let us know.

Thank-you,

Michael Johnsen
Supervisory Environmental Protection Specialist
FRA

Rail – Moving America Forward
The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 15, 2020 4:36 PM
To: Nissenbaum, Paul (FRA) <paul.nissenbaum@dot.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>
Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Please read the attached US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting letter with attachments.
I would appreciate a response to this email that it has been received.

I am the project manager for this EIS for TxDOT. Please contact me if you have any questions.

Stephen Endres
214-320-4469

Cannon-Mackey, Shari

From: Earl Lott <earl.lott@tceq.texas.gov>
Sent: Monday, October 19, 2020 8:39 AM
To: Stephen Endres
Cc: Christine Polito
Subject: RE: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Endres,

Thank you for the invitation to participate in the environmental impact statement (EIS) process for the U.S. Highway 380 improvement project in McKinney, Texas. As the program area responsible for Section 401 water quality certifications of U.S. Army Corps of Engineers Section 404 permits, the TCEQ Water Quality Division accepts your invitation to serve as a Participating Agency in the US 380 EIS. Mr. Peter Schaefer will serve as the project point of contact for the Water Quality Division. He can be reached at 512-239-4372 and peter.schaefer@tceq.texas.gov .

Thank you,

Earl Lott

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 15, 2020 1:06 PM
To: Earl Lott <earl.lott@tceq.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>
Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Please read the attached US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting letter with attachments.
I would appreciate a response to this email that it has been received.

I am the project manager for this EIS for TxDOT. Please contact me if you have any questions.

Stephen Endres
214-320-4469

Christine Polito

From: Justin Kockritz <Justin.Kockritz@thc.texas.gov>
Sent: Wednesday, October 21, 2020 5:24 PM
To: Stephen Endres
Cc: Christine Polito; Rebekah Dobrasko
Subject: RE: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Endres,

Thanks for reaching out to THC about the upcoming US 380 project in Collin County. I will be the primary point of contact at THC for aboveground historic resources and Bill Martin (copied here) will be the primary contact for archeological resources.

We would be happy to participate and I will plan to attend the scoping meeting next week. We look forward to learning more about the project and beginning the Section 106 consultation.

Thank you

TEXAS HISTORICAL COMMISSION
REAL PLACES TELLING REAL STORIES

Justin Kockritz
Lead Project Reviewer, Federal Programs
History Programs Division
P.O. Box 12276, Austin, Texas 78711-2276
Phone: +1 512 936 7403
Fax: +1 512 463 5750
thc.texas.gov

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 15, 2020 1:09 PM
To: Bess Althaus Graham, AIA, LEED AP BD+C <Bess.Graham@thc.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>
Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Cannon-Mackey, Shari

From: Justin Kockritz <Justin.Kockritz@thc.texas.gov>
Sent: Friday, October 23, 2020 10:50 AM
To: Cannon-Mackey, Shari
Cc: Bill Martin
Subject: RE: US 380 EIS - Invitation to be a Participating Agency - Agency Scoping Meeting

Hi Shari,

Sorry about thought–I thought I had copied him, but obviously did not! I've actually copied him here and his full contact info is below.

Bill Martin
Archeologist and Reviewer
Texas Historical Commission, Archeology Division
P.O. Box 12276, Austin, Texas 78711-2276
Phone: +1 512 463 5867
Fax: +1 512 463 8927
Bill.Martin@thc.texas.gov

I know he cannot make this coming scoping meeting next week, but it will be good to have him as a project contact.

Let us know if you need anything else. Thanks!

TEXAS HISTORICAL COMMISSION
REAL PLACES TELLING REAL STORIES

Justin Kockritz
Lead Project Reviewer, Federal Programs
History Programs Division
P.O. Box 12276, Austin, Texas 78711-2276
Phone: +1 512 936 7403
Fax: +1 512 463 5750
thc.texas.gov

From: Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>
Sent: Friday, October 23, 2020 9:18 AM
To: Justin Kockritz <Justin.Kockritz@thc.texas.gov>
Subject: US 380 EIS - Invitation to be a Participating Agency - Agency Scoping Meeting

Justin –

I am leading the NEPA process in support of TxDOT for the US 380 EIS. We are setting up the agency scoping presentation and agency contact list to send invitations to.

Could you send me the address for Bill Martin (archeo lead) noted in the attached letter - so I can send both of you the meeting invite next week. Thanks much!

Christine Polito

From: Stephen Endres
Sent: Thursday, October 22, 2020 1:11 PM
To: Smith, Chelsey; Cannon-Mackey, Shari; Christine Polito
Subject: FW: Agency Scoping Meeting

Follow Up Flag: Follow up
Flag Status: Completed

See below.

From: Carol King <carol.king@newhopetx.gov>
Sent: Thursday, October 22, 2020 1:08 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Andy Reitinger <andy.reitinger@newhopetx.gov>
Subject: Agency Scoping Meeting

Dear Mr. Endres,

Please send the link to the Agency Scoping Meeting scheduled for Thursday, October 29 to the following Town of New Hope officials:

Andy Reitinger: andy.reitinger@newhopetx.gov
Carol King: carol.king@newhopetx.gov

Thank you.

Carol King

Alderman/Treasurer
Town of New Hope
Collin County, Texas
carol.king@newhopetx.gov

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, October 26, 2020 9:24 AM
To: Christine Polito; Cannon-Mackey, Shari
Subject: FW: US 380 Improvements EIS - Coit to FM 1827 - McKinney Response

FYI

From: Gary Graham <ggraham@mckinneytexas.org>
Sent: Friday, October 23, 2020 1:05 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Smith, Chelsey <chsmith@burnsmcd.com>; Tony Kimmey <tkimmey@burnsmcd.com>
Subject: US 380 Improvements EIS - Coit to FM 1827 - McKinney Response

Stephen,

Sorry for the delayed response to your request. Our City Manager has not yet received the participating agency invitation letter. I wanted to make sure, though, that TxDOT knows that the City of McKinney would like to be a participating agency in the process. I will continue to serve as the point of contact for the City of McKinney.

Please let us know if you have any other questions.

Gary Graham, PE, PTOE
Director of Engineering
City of McKinney | Engineering Department
221 N. Tennessee St. | McKinney, TX 75069
phone 972.547.7383 | ggraham@mckinneytexas.org

CITY OF McKINNEY DEVELOPMENT SERVICES
Together we'll make it happen.

Please tell us how we're doing by ***completing a brief survey.***

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, November 2, 2020 11:02 AM
To: Cannon-Mackey, Shari; Christine Polito
Subject: FW: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

From: Yanbo Li <yli@NTMWD.COM>
Sent: Wednesday, October 28, 2020 8:34 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: R.J. Muraski <rmuraski@NTMWD.COM>
Subject: RE: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Stephen,

The District has decided to respectfully decline the invitation to become a Participating Agency of TxDOT US 380 EIS. We appreciate you sending the invitation to us. We have extensive infrastructures in the area and our coordination with you and your team on previous tasks of the US 380 project has been effective. We believe our concerns can be adequately addressed through continued coordination efforts without being an official participating agency. We will continue to coordinate with you on this project and provide any input as needed.

Thanks,

Yanbo Li, P.E.
Planning Program Manager
North Texas Municipal Water District
505 E. Brown Street
Wylie, TX 75098
(972) 442-5405
(469) 626-4731 (direct)
(469) 247-1143 (mobile)

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 15, 2020 12:59 PM
To: Donna Long <dlong@NTMWD.COM>
Cc: Christine Polito <Christine.Polito@txdot.gov>
Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Please read the attached US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting letter with attachments.

Cannon-Mackey, Shari

From: Christine Polito <Christine.Polito@txdot.gov>
Sent: Thursday, October 29, 2020 10:23 AM
To: Stephen Endres; Cannon-Mackey, Shari
Subject: RE: Point of contact

No, if the contact method we used so far is working for Clarence, then it's fine and we don't need to make a change.

From: Stephen Endres
Sent: Thursday, October 29, 2020 10:21 AM
To: Christine Polito <Christine.Polito@txdot.gov>; Cannon-Mackey, Shari <scannonmackey@burnsmcd.com>
Subject: FW: Point of contact

Do we need something official?

From: Clarence Daugherty <cdaugherty@co.collin.tx.us>
Sent: Thursday, October 29, 2020 9:53 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Subject: Point of contact

Stephen, obviously you know how to contact us. But do you need us to submit something officially designating a point of contact? I would rather not, but we can.

Clarence Daugherty, P.E.
Collin County Director of Engineering
4690 Community Ave., Suite 200
McKinney, TX 75071
Phone | 972.548.3728
Mobile 972.816.7486
cdaugherty@collincountytx.gov | www.co.collin.tx.us

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 29, 2020 4:16 PM
To: Christine Polito; Cannon-Mackey, Shari
Subject: FW: Cooperating Agency Invitation to Improve US 380 between Coit Road and FM 1827 in McKinney, Collin County, Texas
Attachments: TxDOT US-380 Project Cooperating Agency.pdf

From: Martinez, Eli <martinez.eli@epa.gov>
Sent: Thursday, October 29, 2020 3:24 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Houston, Robert <Houston.Robert@epa.gov>
Subject: Cooperating Agency Invitation to Improve US 380 between Coit Road and FM 1827 in McKinney, Collin County, Texas

Dear Mr. Enders:

Attached please find EPA's reply to TxDOT invitation to become an cooperating agency. Please let us know if the attached Pdf copy suffice your requirements. During the call of this morning it was said that TxDOT may extend the scoping comment period to November 27, 2020. Please let us know if that is the case. Thank you.

Eli Martinez
Office of Communities, Tribes and Environmental Assessment
U.S. Environmental Protection Agency
1201 Elm Street, Suite 500 (ORACN)
Dallas, Texas 75270-2102
Cell 214-665-2119
martinez.eli@epa.gov

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1201 ELM STREET, SUITE 500
DALLAS, TEXAS 75270-2102

October 29, 2020

John Hudspeth, P.E.
Director of Transportation, Planning, and Development
Texas Department of Transportation
4777 E. Highway 80
Mesquite, Texas 75150

Dear Mr. Hudspeth:

This letter is in response to the Texas Department of Transportation (TxDOT) invitation, dated October 15, 2020, to the Environmental Protection Agency (EPA) to become a cooperating agency in the development of a National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) to analyze the impacts of the proposed project to the human and natural environment for the proposed project to improve US 380 between Coit Road and FM 1827 in McKinney, Collin County, Texas.

EPA agrees to participate as a cooperating agency in the proposed project to improve US 380. As a cooperating agency, the EPA will:

- provide expertise on NEPA compliance and other subject matter such as wetlands, water quality, air quality, and environmental justice, during the EIS planning and development;
- provide timely technical reviews and comments on preliminary documents, reports, analyses, and sections of the EIS;
- participate in meetings and provide information as requested by TxDOT, as resources allow;
- provide sources for information or support in the analysis of such information, when known, during preparation of the EIS in areas in which EPA has expertise; and
- review and comment on the EIS pursuant to our regulatory responsibilities under Section 309 of the Clean Air Act.

In addition, EPA agrees to participate in the upcoming agency scoping meeting scheduled for Thursday, October 29, 2020 from 9:00 AM to 11:00 AM.

EPA anticipates that a cooperative team approach will streamline the environmental process and result in a high quality EIS. If you have any further questions, please contact Robert Houston at (214) 665-8565 or houston.robert@epa.gov.

Sincerely,

Arturo J. Blanco
Director
Office of Communities, Tribes and
Environmental Assessment

Cannon-Mackey, Shari

From: Christine Polito <Christine.Polito@txdot.gov>
Sent: Thursday, October 29, 2020 1:55 PM
To: Cannon-Mackey, Shari
Cc: Dan Perge; Michelle Lueck
Subject: FW: Town of Prosper contact

FYI

From: Rebecca Zook [mailto:RZook@prospertx.gov]
Sent: Thursday, October 29, 2020 1:51 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Cc: Hulon Webb <HWebb@prospertx.gov>; Pete Anaya <PAnaya@prospertx.gov>
Subject: Town of Prosper contact

Stephen and Christine,
I am sending this email to let you know I will be the primary contact for the Town of Prosper. In addition to sending information to me, please ensure that Hulon Webb and Pete Anaya, copied hereon are also sent information. As you are aware, none of us received the referenced information on 10/15, nor did we receive the invite for this morning's meeting. Please continue to include Harlan Jefferson as well.
Thank you and let me know if you have any questions,
Rebecca Zook, P.E.
Executive Director of Development & Infrastructure Services
Town of Prosper
250 West First Street
Prosper, TX 75078
Rebecca_zook@prospertx.gov
972-569-1163

Cannon-Mackey, Shari

From: Andy Reitinger <andy.reitinger@newhopetx.gov>
Sent: Thursday, October 29, 2020 9:34 AM
To: Stephen Endres
Subject: Re: US 380 EIS Agency Scoping Meeting (CSJ 0135-02-065, etc.)

Thank you for the presentation today.

Andy Reitinger

On Tue, Oct 27, 2020 at 3:38 PM Stephen Endres <Stephen.Endres@txdot.gov <mailto:Stephen.Endres@txdot.gov> > wrote:

Please join us for the US 380 EIS Agency Scoping Meeting

Thursday, October 29, 2020 at 9:00 am.

Microsoft Teams Meeting

(Join on your computer or mobile app)

Click here to join the meeting

To join Microsoft Teams via a web browser:

* Click “join via web” or “join through a web browser”
* Type in your name or organization’s name
* Choose the audio/visual settings you want
* Select “join now”

To download Microsoft Teams:

* Click the Teams meeting link
* Click on the “get the windows app” or “get the Mac app” and the file will begin downloading

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, November 2, 2020 10:30 AM
To: Christine Polito; Cannon-Mackey, Shari
Subject: FW: TxDOT Invitation to serve as a Participating Agency in US 380 EIS

From: Carol King <carol.king@newhopetx.gov>
Sent: Friday, October 30, 2020 5:46 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Council@NewHopeTx.gov
Subject: TxDOT Invitation to serve as a Participating Agency in US 380 EIS

Stephen Endres, P.E.
TxDOT Dallas District Office
4777 East US Highway 80
Mesquite, TX 75150-6643
Stephen.Endres@txdot.gov

Dear Mr. Endres:

The Town of New Hope in Collin County, Texas would like to accept the TxDOT invitation to serve as a Participating Agency in the US 380 Environmental Impact Study (EIS). We will be sending the name and contact information of the Town's authorized representative after our November 10, 2020 Town Council meeting.

The Town's authorized representative will submit comments/input concerning documents presented at the October 29, 2020 TxDOT Agency Scoping Meeting before the November 27, 2020 deadline.

Thank you.

Respectfully,
The Town Council of the Town of New Hope
council@newhopetx.gov

P.O. Box 562 McKinney, Collin County, TX 75070-0562

October 30, 2020

Stephen Endres, P.E.
TxDOT Dallas District Office
4777 East US Highway 80
Mesquite, TX 75150-6643
Stephen.Endres@txdot.gov

RE: TxDOT Invitation to serve as a Participating Agency in US 380 EIS

Dear Mr. Endres:

The Town of New Hope in Collin County, Texas would like to accept the TxDOT invitation to serve as a Participating Agency in the US 380 Environmental Impact Study (EIS). We will be sending the name and contact information of the Town's authorized representative after our November 10, 2020 Town Council meeting.

The Town's authorized representative will submit comments/input concerning documents presented at the October 29, 2020 TxDOT Agency Scoping Meeting before the November 27, 2020 deadline.

Thank you.

Respectfully,

The Town Council of the Town of New Hope
council@newhopetx.gov

Cannon-Mackey, Shari

From: Jeff Schmidt <jeff.for.beth@gmail.com>
Sent: Friday, October 30, 2020 12:23 AM
To: Stephen Endres
Subject: Fwd: 380 /1827
Attachments: 20201030_000521.jpg

---------- Forwarded message ---------
From: Jeff Schmidt <jeff.for.beth@gmail.com <mailto:jeff.for.beth@gmail.com> >
Date: Fri, Oct 30, 2020, 00:16
Subject: 380 /1827
To: Town Council <Council@newhopetx.gov <mailto:Council@newhopetx.gov> >

Watched YouTube meeting, good job all. What they should maybe do is come off top of hill into a bridge over 1827 intersection. Perhaps with ramps down to 1827 much farther up connecting to multiple lane service roads. So many awful accidents with highway speeds downhill to red light that many run lights. If a bridge off top of hill could reduce slope down to point near airport Rd back to before turns northwest. Crude pic. Would certainly remove speed from equation.


23:56
51%
Google
© 2020 Google
FM1827
1191 FM1827

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, October 30, 2020 11:32 AM
To: Cannon-Mackey, Shari; Christine Polito
Subject: FW: US 380 EIS Agency Scoping Meeting Link and Email Reminder

---

From: Castro, Russell - NRCS, Temple, TX <russell.castro@usda.gov>
Sent: Friday, October 30, 2020 8:02 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Stahnke, Alan - NRCS, Temple, TX <alan.stahnke@usda.gov>; Ziehr, Robert - NRCS, Temple, TX <robert.ziehr@usda.gov>; Oates, Kristy - NRCS, Temple, TX <kristy.oates@usda.gov>
Subject: RE: US 380 EIS Agency Scoping Meeting Link and Email Reminder

Good Morning Stephen,
Thank you for inviting NRCS to participate in scoping meeting. It was asked that each agency submit POC's for each. Currently y'all have Salvador Salinas as contact, he has left Texas for a national position with NRCS. Here are the current names that will be contacts for NRCS in Texas.

Kristy Oates, State Conservationist, Kristy.oates@usda.gov
Russell Castro, State Wildlife Biologist, russell.castro@usda.gov
Rob Ziehr, Acting State Resource Conservationist, Robert.ziehr@usda.gov
Alan Stahnke, State Soil Scientist, alan.stahnke@usda.gov

Please let me know if you have any questions or need any additional information.

Thank you
Russell

Russell O. Castro
State Wildlife Biologist
USDA – NRCS
101 South Main
Temple, Texas 76501
Russell.castro@tx.usda.gov
Office – (254)742-9982
Mobile – (254)718-3860

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 29, 2020 4:56 PM
To: Castro, Russell - NRCS, Temple, TX <russell.castro@usda.gov>; Dorothy.cook@fema.dhs.gov; sue.reilly@tpwd.texas.gov; beth.bendik@tpwd.state.tx.us; PAnaya@prospertx.gov; RZook@prospertx.gov; jdwebb@collincountytx.gov; Kzielke@nctcog.org

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, October 30, 2020 11:26 AM
To: Cannon-Mackey, Shari; Christine Polito
Subject: FW: US 380 EIS
Attachments: 2019-I-2908 US 380 Response Letter.pdf

FYI

From: Bocanegra, Omar <omar_bocanegra@fws.gov>
Sent: Friday, October 30, 2020 9:58 AM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Kucera, Charlotte <charlotte_kucera@fws.gov>; Edwards, Sean <sean_edwards@fws.gov>
Subject: US 380 EIS

Hello Mr. Endres;

Attached is a response regarding the proposed US 380 improvements EIS - Coit Road to FM 1827 project.

Please let me know if you have any questions.

Omar R. Bocanegra
Supervisory Fish & Wildlife Biologist
Branch of Environmental Review, Classification & Recovery
U.S. Fish & Wildlife Service
2005 NE Green Oaks Blvd, Suite 140
Arlington, Texas 76006
(817) 277-1100 ext. 22110
(817) 277-1129 fax
Website: https://www.fws.gov/southwest/es/arlingtontexas/

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
2005 NE Green Oaks Blvd., Suite 140
Arlington, Texas 76006

In Reply Refer To:
02ETAR00-2020-I-2908

October 30, 2020

John Hudspeth, P.E.
Texas Department of Transportation
4777 E. Hwy. 80
Mesquite, Texas 75150-6643

Dear Mr. Hudspeth:

Thank you for your October 15, 2020 letter regarding the proposed project to improve US 380 between Coit Road and FM 1827 in McKinney, Collin County, Texas. The Texas Department of Transportation (TxDOT) is initiating an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for this project.

The Service has been identified as an agency that may have interest in potential impacts of the proposed project. For this reason, TxDOT is offering the Service's participation as a Cooperating Agency in the preparation of a draft and final EIS.

TxDOT has been in contact with the Service regarding the proposed highway improvements through our Information, Planning, and Consultation (IPaC) System since 2017. Through this process, we have gained an understanding of the scope of the project. We agree that the EIS should contain a robust analysis of potential impacts to fish and wildlife resources within the project area. We recognize important stream and wetland areas under jurisdiction of the U.S. Army Corps of Engineers may be impacted and we intend to coordinate with that agency through the Clean Water Act as appropriate. However, resources for Federal trust resources (i.e., threatened and endangered species, wetlands, and/or migratory birds) within the project area appear to be scarce due to the fragmented landscape and narrow spatial scope. Thus, our authority related to the proposed project would be limited, which affects our potential role in the NEPA process. Therefore, at this time, we respectfully decline the invitation to be a Cooperating Agency for the US 380 Improvements Project.

We would appreciate receiving updates on the project status and look forward to reviewing the draft EIS when it becomes available. If you have any questions, please contact Sean Edwards of my staff at sean_edwards@fws.gov or arles@fws.gov. Thank you for continuing to conserve our fish and wildlife resources.

Sincerely,

DEBRA BILLS Digitally signed by DEBRA BILLS Date: 2020.10.30 09:42:49 -05'00'

Field Supervisor

Cc: Charlotte Kucera, ARD ES (Attn: M. Tuegel), Karen Hardin (TPWD)

S:\Correspondence\FY 2020\Project Files\2020-I-2908 US 380\2019-I-2908 US 380 Response Letter.docx

Cannon-Mackey, Shari

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Monday, November 2, 2020 1:45 PM
To: Cannon-Mackey, Shari; Christine Polito
Subject: FW: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

From: Leslie Savage <Leslie.Savage@rrc.texas.gov>
Sent: Monday, November 02, 2020 1:21 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>
Cc: Jeremy Mazur <Jeremy.Mazur@rrc.texas.gov>; Jessica Mendoza <Jessica.Mendoza@rrc.texas.gov>; Natalie Dubiel <natalie.dubiel@rrc.texas.gov>
Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Mr. Endres:

We received TxDOT's letter dated October 15, 2020, inviting us to become a Participating Agency in the development of the Environmental Impact Statement and to attend a Scoping Meeting for the referenced project. The purpose would be to identify any issues of concern regarding the project's potential environmental or socioeconomic effects that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The Railroad Commission of Texas has jurisdiction over activities associated with exploration, development, and production of oil, gas, or geothermal resources, surface mining of coal, and pipeline safety in the State. While we appreciate the opportunity to participate, our review indicates the presence of only one dry hole in the area of the proposed project. Information is available on the Railroad Commission's Geographic Information System concerning existing oil and gas well and pipeline locations. You may access this information at http://www.rrc.state.tx.us/about-us/resource-center/research/gis-viewers/. You may access information concerning oil and gas drilling permits and pipeline permitting at https://rrc.texas.gov/about-us/resource-center/research/online-research-queries/.

We appreciate the opportunity to review and comment on the project. Please call on us should you need further assistance.

Regards,

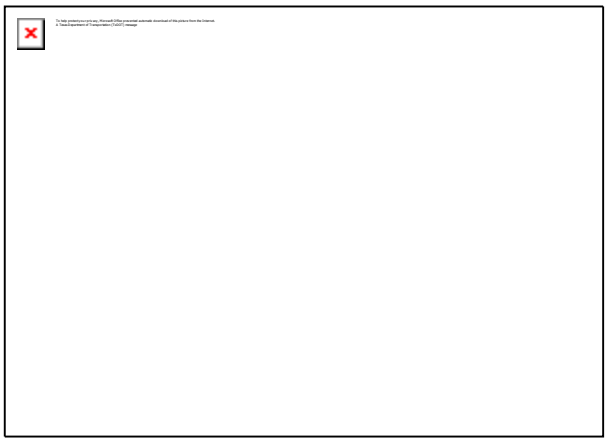
Leslie Savage, P.G.
Chief Geologist | Oil and Gas Division
Railroad Commission of Texas
512-463-7308
Take our Customer Service Survey

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Thursday, October 15, 2020 1:15 PM
To: Jeremy Mazur <Jeremy.Mazur@rrc.texas.gov>
Cc: Christine Polito <Christine.Polito@txdot.gov>
Subject: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Please read the attached US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting letter with attachments.
I would appreciate a response to this email that it has been received.

I am the project manager for this EIS for TxDOT. Please contact me if you have any questions.

Stephen Endres
214-320-4469



Cannon-Mackey, Shari

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Monday, November 23, 2020 5:33 PM
To: Stephen Endres
Cc: Christine Polito
Subject: RE: US 380 Environmental Impact Statement (EIS) Invitation to Become a Participating Agency and Attend an Agency Scoping Meeting CSJs: 0135-02-065 and 0135-03-053

Follow Up Flag: Follow up
Flag Status: Flagged

Stephen,

This email is in response to your request for agency information, issues, or concerns about the proposed US 380 from Coit Road to FM 1827 in Collin County (CSJs: 0135-02-065 and 0135-03-053). Below is a list of topics that TPWD believes that TxDOT should consider when choosing an alternative route and should study in detail in the EIS. Please note that this list is based on the very limited amount of preliminary information TPWD has about the project and does not represent all TPWD comments and recommendations on the project. Please continue to include me in notifications about upcoming scoping meetings. TPWD would like to review and comment on the draft EIS when it is available.

TPWD recommends utilizing existing roadways as corridors rather than exploring new alignments to reduce habitat fragmentation and adverse impacts to natural resources. The green alignment is the most direct route and would have the least impact to floodplains, wetlands, streams, and habitat for wildlife and aquatic species.

TPWD specifically advises against and strongly discourages the selection of Segments C and D. As Segments C and D particularly will impact East Fork Trinity River, TPWD has concerns because of its value to terrestrial wildlife, such as birds and mammals, as well as aquatic life. The placement of the road in this area will not only have direct effects on the Trinity River but will incur development that increases the impact to the river, associated riparian habitat, floodplain, and ultimately to Lake Lavon as well. Future use of lands as a park or greenbelt trail may be affected by these eastern segments that cross the floodplain. If these eastern segments are considered, which TPWD advises against, then Segment D is preferable to Segment C.

TPWD recommends referring to the Texas Conservation Action Plans (TCAP), TPWD Rare, Threatened, and Endangered Species of Texas (RTEST) by County application, and the Texas Natural Diversity Database (TXNDD), and Ecological Mapping System of Texas (EMST) for information regarding sensitive resources potentially occurring in the area, priority habitats, and issues affecting sensitive resources within Collin County and avoid adverse impacts to the these resources by route selection and or adjustments.

TPWD recommends TxDOT consider potential impacts to wildlife travel corridors and incorporate wildlife crossings into design strategies to avoid further fragmentation of native habitats and minimize wildlife-vehicle interactions. Further, TPWD encourages TxDOT to consider opportunities within the study area to modify bridges and culverts to further enhance wildlife passage. Bridges and culverts can be modified by installing fences to direct wildlife to structures, creating pathways or installing passage benches/artificial ledges for wildlife movement, regularly cleaning out debris material from structures to ensure wildlife use, or incorporating vegetative cover to encourage wildlife to use structures.

TPWD recommends choosing the alignment with the least impact on wetlands and streams. Impacts at stream crossings should be minimized during the design phase by spanning stream channels and other water features when feasible, reducing culvert lengths, and utilizing metal-beam guard fence to increase slope angles and reduce embankment. To further minimize impacts, where culverts are used for road crossings, the crossings should be designed with the culvert(s) in the active channel area lower than those in the floodplain benches so that the flow in the channel is not overly spread out. The central/low-flow culvert(s) should be large enough to handle a 1.5-year flow without backing up water. The bottoms of these lower culverts should be set at least a foot below grade (i.e. recessed) to allow natural substrate to cover the culvert bottom and to allow for aquatic organism passage. These lower, recessed culverts should be installed in the thalweg or deepest part of the channel and be aligned with the low flow channel.
State-listed mussels have the potential to occur within perennial streams or intermittent streams with perennial pools in Collin County. TPWD recommends further evaluating species where suitable habitat may be present and relocating potentially impacted native aquatic resources in conjunction with a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters and an Aquatic Resource Relocation Plan (ARRP) if dewatering activities are required. ARRPs assist in the permitting process to ensure that aquatic organisms are being handled properly and protected from danger during dewatering and/or relocation activities. The ARRP should be completed and approved by TPWD 30 days prior to activity within project waters and/or resource relocation and submitted with an application for a no-cost Permit to Introduce Fish, Shellfish, or Aquatic Plants into Public Waters. ARRPs can be submitted to Bregan Brown, TPWD Region 2 Kills and Spills Team (KAST) Biologist at (903) 520-3821 cell or kirian.brown@tpwd.texas.gov.

TPWD recommends TxDOT consider wildlife impacts from light pollution and incorporating dark-sky lighting practices into design strategies. When lighting is added, TPWD recommends minimizing sky glow by focusing light downward, with full cutoff luminaries to avoid light emitting above the horizontal. TPWD recommends using the minimum amount of night-time lighting needed for safety and security and to use dark-sky friendly lighting that is on only when needed, down-shielded, as bright as needed, and minimizing blue light emissions. Appropriate lighting technologies and beneficial management practices (BMPs) can be found on the International Dark-Sky Association website at: https://www.darksky.org/

TPWD appreciates the opportunity to provide comments on the proposed US 380 EIS in Collin County.

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
TPWD – Wildlife Habitat Assessment Program
Phone: (512) 389-4579
Suzanne.Walsh@tpwd.texas.gov

Cannon-Mackey, Shari

From: Rebecca Zook <RZook@prospertx.gov>
Sent: Wednesday, November 25, 2020 3:14 PM
To: Stephen Endres; Christine Polito
Cc: Harlan Jefferson; Hulon Webb
Subject: RE: [*EXTERNAL*] - RE: Town of Prosper contact
Attachments: Resolution No. 2020-87.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Stephen,
Please see the attached Resolution passed by the Prosper Town Council last night, Nov. 24, 2020. The Resolution is being submitted to TxDOT as our formal comments associated with and in response to the Agency Scoping Meeting held in late October for the kick off of the US 380 EIS between Coit Road and FM 1827. Attached to the resolution, you will find the Prosper Development Map that was also provided to TxDOT in October detailing existing and future development impacted by the Segment B Gold and Brown alignments. As always, it is the Town's goal to continue to be a partner with TxDOT while remaining clear and consistent with our support for the expansion of US380 on the existing alignment within the Town of Prosper.
Thank you and let us know if you have any questions,
Rebecca Zook, P.E.
Executive Director of Development & Infrastructure Services
Town of Prosper
250 West First Street
Prosper, TX 75078
Rebecca_zook@prospertx.gov
972-569-1163

From: Stephen Endres <Stephen.Endres@txdot.gov>
Sent: Friday, October 30, 2020 11:41 AM
To: Rebecca Zook <RZook@prospertx.gov>; Christine Polito <Christine.Polito@txdot.gov>
Cc: Hulon Webb <HWebb@prospertx.gov>; Pete Anaya <PAnaya@prospertx.gov>
Subject: [*EXTERNAL*] - RE: Town of Prosper contact

Thank you for the information.

From: Rebecca Zook <RZook@prospertx.gov>
Sent: Thursday, October 29, 2020 1:51 PM
To: Stephen Endres <Stephen.Endres@txdot.gov>; Christine Polito <Christine.Polito@txdot.gov>
Cc: Hulon Webb <HWebb@prospertx.gov>; Pete Anaya <PAnaya@prospertx.gov>
Subject: Town of Prosper contact

Stephen and Christine,
I am sending this email to let you know I will be the primary contact for the Town of Prosper. In addition to sending information to me, please ensure that Hulon Webb and Pete Anaya, copied hereon are also sent information. As you are aware, none of us received the referenced information on 10/15, nor did we receive the invite for this morning's meeting. Please continue to include Harlan Jefferson as well.
Thank you and let me know if you have any questions,
Rebecca Zook, P.E.
Executive Director of Development & Infrastructure Services
Town of Prosper
250 West First Street
Prosper, TX 75078
Rebecca_zook@prospertx.gov
972-569-1163

TOWN OF PROSPER, TEXAS **RESOLUTION NO. 2020-87**

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, SUPPORTING U.S. HIGHWAY 380 AS A CONTROLLED ACCESS HIGHWAY; CONTINUE SUPPORTING THE TXDOT RECOMMENDED ALIGNMENT AS PRESENTED ON MAY 6, 2019, FOR U.S. HIGHWAY 380 WITHIN THE CORPORATE LIMITS OF THE TOWN; STRONGLY OPPOSING ANY PROPOSED ALIGNMENT CHANGE, ENTITLED GOLD OR BROWN ALTERNATIVE SEGMENT B ALIGNMENTS WITHIN THE CORPORATE LIMITS OF THE TOWN OF PROSPER AND THAT IS IN CONFLICT WITH EXISTING AND FUTURE DEVELOPMENT ALONG SAID ALTERNATIVES, THAT IS NOT CONSISTENT WITH THE TOWN'S THOROUGHFARE PLAN AND CURRENT ALIGNMENT OF SAID ROADWAY; MAKING FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Texas Department of Transportation (TxDOT) held three public meetings in October 2018 relative to a feasibility study of expanding U.S. Highway 380 in Collin County to a Limited Access Roadway, or more commonly referred to by TxDOT as a Controlled Access Highway; and

WHEREAS, previous public meetings earlier in 2018 did not include a bypass option for U.S. Highway 380 within the Town's corporate limits; and

WHEREAS, the Town of Prosper has adopted four prior resolutions in support of the current alignment of U.S. Highway 380 expanding to a Limited Access Roadway (LAR) within the corporate limits of the Town; and

WHEREAS, the Town's Thoroughfare Plan, adopted after multiple public hearings and intensive citizen input, depicts U.S. Highway 380 along its current route; and

WHEREAS, TxDOT presented the TxDOT Recommended Alignment for U.S. Highway 380 in Collin County at a public meeting on May 6, 2019; and

WHEREAS, the TxDOT Recommended Alignment for U.S. Highway 380 in the Town is consistent with the current alignment of U.S. Highway 380 and the Town of Prosper's Thoroughfare Plan.

WHEREAS, TxDOT finalized the US 380 Collin County Feasibility Study Final Report and Implementation Plan in March 2020, including the Recommended Alignment for U.S. Highway 380 along the current alignment within the Town; and

WHEREAS, TxDOT held an Overall Project Update Meeting on October 12, 2020 and then a more detailed Agency Scoping Meeting on October 29, 2020, for the U.S. Highway 380 Environmental Impact Study (EIS) from Coit Road to FM 1827 and introduced a new Gold and Brown Alternative Segment B Alignments within the Town limits; and

WHEREAS, the alternative Segment B alignments are incongruent with Resolution No. 19-24 and the Town's Thoroughfare Plan both approved by Council; and

WHEREAS, the alternative Segment B alignments negatively impact existing and planned future developments within the Town to include a Charter School under construction, and Residential & Commercial/Retail development in various stages of the development process and within close proximity to a future Prosper ISD High School, as shown in the Prosper Development Map, attached hereto as Exhibit "A"; and

WHEREAS, the Town Council further declares its opposition to any alignment of the U.S. Highway 380 in the Town that is not consistent with the current alignment of U.S. Highway 380.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, THAT:

SECTION 1

The findings set forth above are incorporated into the body of this Resolution as if fully set forth herein.

SECTION 2

The Town Council of the Town of Prosper, Texas, supports U.S. Highway 380 being a Controlled Access Highway.

SECTION 3

The Town Council hereby continues to express its strong support for the TxDOT Recommended Alignment presented by TxDOT at the May 6, 2019, Public Meeting and as included within the U.S. 380 Collin County Feasibility Study Final Report completed in March 2020 for the section within the corporate limits of the Town of Prosper, thereby acknowledging that the future expansion of U.S. Highway 380 will remain in its current alignment within the corporate limits of the Town, consistent with the Town's Thoroughfare Plan.

SECTION 4

The Town Council expresses its strong opposition to any alignment that is not consistent with the current alignment of U.S. Highway 380 in the Town.

SECTION 5

The Town Council hereby expresses its strong opposition to any proposed alignment consideration of the Gold or Brown Alternative Segment B alignment options for U.S. Highway 380 within the corporate limits of the Town of Prosper that is not consistent with the Town's Thoroughfare Plan and as presented during the Agency Scoping Meeting for the U.S. 380 EIS Coit Road to FM 1827 within the limits of the Town on October 12 and 29, 2020.

SECTION 6

The Town Council hereby directs Town staff not to coordinate with TxDOT or any other entity related to the preservation of right-of-way for the expansion of U.S. Highway 380 as a Controlled Access Roadway while there exists alternative options for U.S. Highway 380 within the corporate limits of the Town of Prosper.

SECTION 7

Any and all resolutions, rules, regulations, policies, or provisions in conflict with the provisions of this Resolution are hereby repealed and rescinded to the extent of any conflict herewith.

SECTION 8

This Resolution shall be effective from and after its passage by the Town Council.

DULY PASSED AND APPROVED BY THE TOWN COUNCIL OF THE TOWN OF PROSPER, TEXAS, ON THIS 24TH DAY OF NOVEMBER, 2020.

Ray Smith, Mayor

ATTEST:

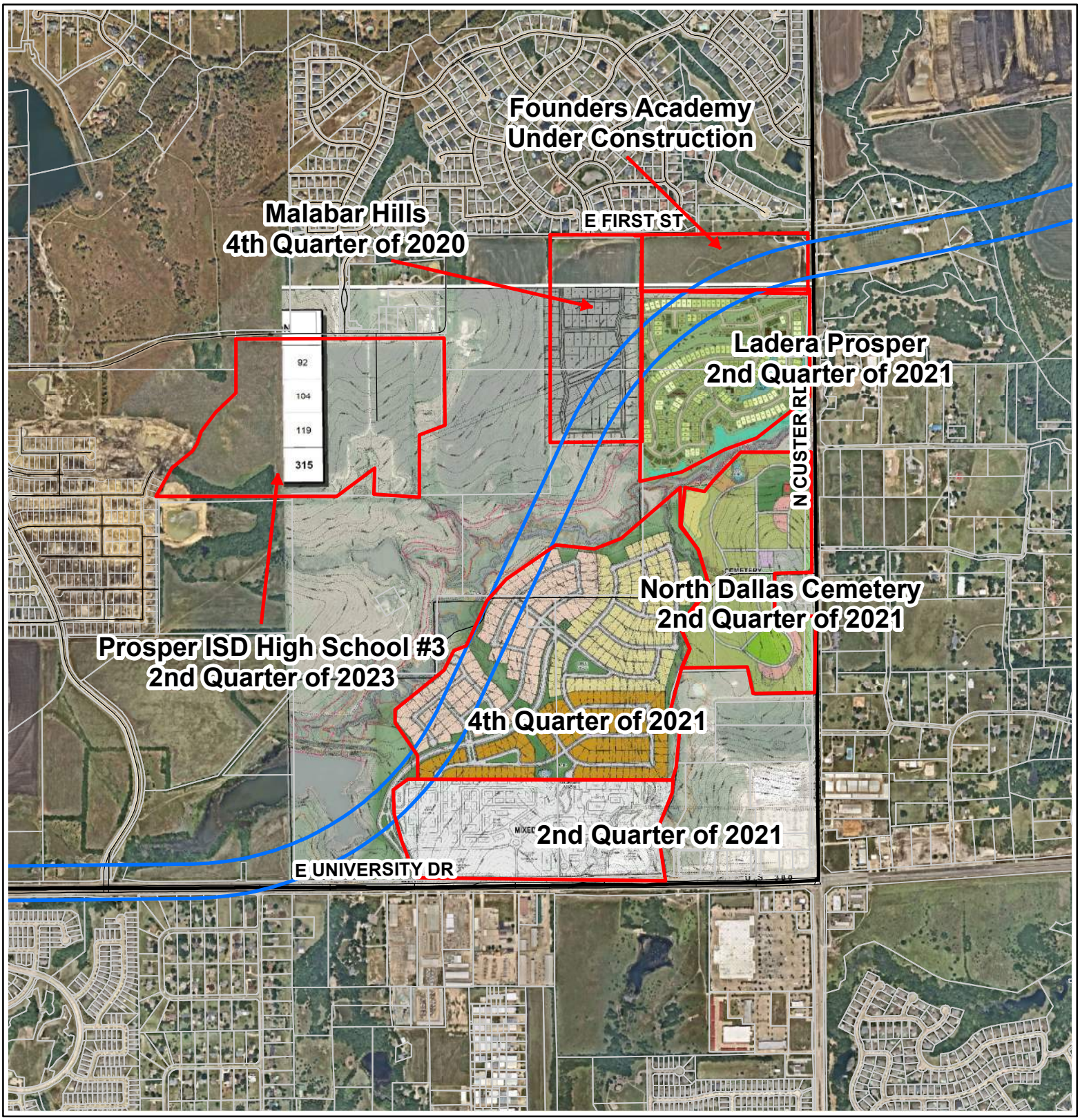
Melissa Lee, Town Secretary

APPROVED AS TO FORM AND LEGALITY:

Terrence S. Welch, Town Attorney

TOWN OF PROSPER 1914 TEXAS

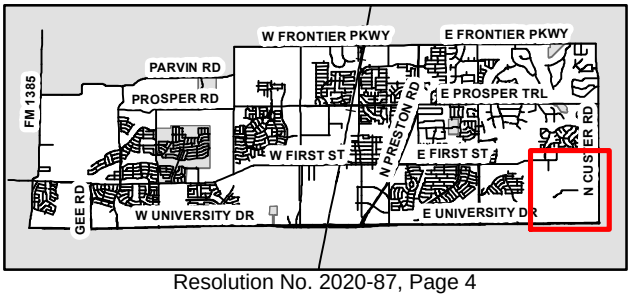
Prosper Development Map



N

0 750 1,500 Feet

This map is for illustration purposes only.



TOWN OF PROSPER

Cannon-Mackey, Shari

From: Carol King <carol.king@newhopetx.gov>
Sent: Wednesday, November 25, 2020 11:00 AM
To: Stephen Endres
Cc: Jill Monson
Subject: US 380 EIS Invitation to Participate Point of Contact

November 25, 2020

Stephen Endres, P.E.
TxDOT Dallas District Office
4777 East US Highway 80
Mesquite, TX 75150-6643
Stephen.Endres@txdot.gov

Dear Mr. Endres:

I have been appointed as the Town of New Hope point of contact for the US 380 EIS (Environmental Impact Study) from Coit Road to FM 1827. I attended the October 29, 2020 Agency Scoping Meeting and would like to thank you for your informative presentation. As the representative for the Town of New Hope, I do have comments and input, as per your request, on the documents that were presented.

1. The Range of Alternatives documents as presented in the October 15, 2020 Invitation to Participate show US 380 improvements ending at FM 1827 while the October 29, 2020 Agency Scoping Meeting Alignment Alternatives documents show improvements extending slightly east past FM 1827. The US 380 and FM 1827 intersection is especially hazardous because of the hill leading into the intersection on westbound US 380. We are particularly interested in any new intersection configuration that would essentially eliminate that intersection which lies at the bottom of a hill, while keeping acceptable traffic noise levels for our citizens in the southern part of our Town.

2. Slide 20 from the Agency Scoping Meeting document mentions “Higher Crash Rates than the Statewide Average” and cites US 75, Airport Drive, and Custer Road. FM 1827 is not mentioned. We believe that FM 1827 should also be considered to have a statistically significant crash rate. In August 2020 two of our citizens, a husband and wife, were traveling east on US 380 and turning left onto FM 1827 when someone traveling west on US 380, coming down the hill, ran the light. They were both transported to the hospital for an overnight stay and the wife was in rehab for over a week. In June 2020 there was a fatal accident at this same location involving a cement truck and another vehicle.

In response to citizen concerns about the increasing number of accidents at US 380 and FM 1827, we sent an Open Records Request September 15, 2020 to the Collin County Sheriff’s Office to determine the number of accidents that have occurred at that location from 1/1/2018 to present. They reported:

- 1/1/2018 – 12/31/2018: 5 total accidents
- 1/1/2019 – 12/31/2019: 24 total accidents

- 1/1/2020 – 09/23/2020: 18 total accidents (and still 3+ months to go)

They also reported major accidents and minor accidents occurring at that intersection from 1/1/2018 to 9/23/2020, a major accident being defined as an accident with injuries and/or airbags deployed:

- Major accidents: 19
- Minor accidents: 28

It is notable that this data shows a marked increase in traffic accidents occurring from 2018 to 2019 and into 2020.

3. We believe this marked increase in traffic accidents might warrant an interim solution at the intersection of US 380 and FM 1827, taking into consideration the recommended alignment from the US 380 Collin County Feasibility Study. With continued growth east of FM 1827 and US 380, traffic congestion will increase and safety as well as mobility will become increasingly compromised.

I am pleased to participate as the representative for the Town of New Hope in this next phase of TxDOT's *Keep It Moving Dallas*. I look forward to working with TxDOT representatives on the US 380 EIS Project. My contact information is included below.

Respectfully,

Andy Reitinger, Mayor
Town of New Hope, Collin County
andy.reitinger@newhopetx.gov
cell: 972-207-7762

P.O. Box 562 McKinney, Collin County, TX 75070-0562

November 25, 2020

Stephen Endres, P.E.
TxDOT Dallas District Office
4777 East US Highway 80
Mesquite, TX 75150-6643
Stephen.Endres@txdot.gov

Dear Mr. Endres:

I have been appointed as the Town of New Hope point of contact for the US 380 EIS (Environmental Impact Study) from Coit Road to FM 1827. I attended the October 29, 2020 Agency Scoping Meeting and would like to thank you for your informative presentation. As the representative for the Town of New Hope, I do have comments and input, as per your request, on the documents that were presented.

1. The Range of Alternatives documents as presented in the October 15, 2020 Invitation to Participate show US 380 improvements ending at FM 1827 while the October 29, 2020 Agency Scoping Meeting Alignment Alternatives documents show improvements extending slightly east past FM 1827. The US 380 and FM 1827 intersection is especially hazardous because of the hill leading into the intersection on westbound US 380. We are particularly interested in any new intersection configuration that would essentially eliminate that intersection which lies at the bottom of a hill, while keeping acceptable traffic noise levels for our citizens in the southern part of our Town.

2. Slide 20 from the Agency Scoping Meeting document mentions "Higher Crash Rates than the Statewide Average" and cites US 75, Airport Drive, and Custer Road. FM 1827 is not mentioned. We believe that FM 1827 should also be considered to have a statistically significant crash rate. In August 2020 two of our citizens, a husband and wife, were traveling east on US 380 and turning left onto FM 1827 when someone traveling west on US 380, coming down the hill, ran the light. They were both transported to the hospital for an overnight stay and the wife was in rehab for over a week. In June 2020 there was a fatal accident at this same location involving a cement truck and another vehicle.

   In response to citizen concerns about the increasing number of accidents at US 380 and FM 1827, we sent an Open Records Request September 15, 2020 to the Collin County Sheriff's Office to determine the number of accidents that have occurred at that location from 1/1/2018 to present. They reported:

   - 1/1/2018 – 12/31/2018: 5 total accidents
   - 1/1/2019 – 12/31/2019: 24 total accidents
   - 1/1/2020 – 09/23/2020: 18 total accidents (and still 3+ months to go)

They also reported major accidents and minor accidents occurring at that intersection from 1/1/2018 to 9/23/2020, a major accident being defined as an accident with injuries and/or airbags deployed:

- Major accidents: 19
- Minor accidents: 28

It is notable that this data shows a marked increase in traffic accidents occurring from 2018 to 2019 and into 2020.

3. We believe this marked increase in traffic accidents might warrant an interim solution at the intersection of US 380 and FM 1827, taking into consideration the recommended alignment from the US 380 Collin County Feasibility Study. With continued growth east of FM 1827 and US 380, traffic congestion will increase and safety as well as mobility will become increasingly compromised.

I am pleased to participate as the representative for the Town of New Hope in this next phase of ~~TxDOT's~~ *Keep It Moving Dallas.* I look forward to working with TxDOT representatives on the *US 380* EIS Project. My contact information is included below.

Respectfully,

Andy Reitinger, Mayor
Town of New Hope, Collin County
andy.reitinger@newhopetx.gov
cell: 972-207-7762

Appendix F-2: Public Scoping – January 21, 2021, through February 5, 2021

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
1	A Tobin	1/21/2021	Survey	Want to learn more.
2	Adam Oskvarek	2/5/2021	Survey	I strongly oppose the 380 bypass and support Prosper's development plan as currently laid out.
3	Augustine Gomez	2/4/2021	Email	Mr. Endres: Thank you for allowing us to comment on the realignment of Highway 380 in McKinney. We have received the materials and listened to the Virtual Public Scoping Presentation. As noted and discussed in the presentation, it is our understanding that Segment E connecting to US 75 and SH 5 has been shifted south to accommodate Economic Development Opportunities along Laud Howell Parkway in conjunction with the City of McKinney's future plans to make this area a major Economic Hub. As the owners of the property depicted in Exhibit A, we are in full support of this change, and recommend pushing the alignment as far south around Honey Creek as possible. More particularly, we are in favor of the McKinney Preferred Teal alignment as presented in the following exhibit prepared on April 4, 2019 by the City of McKinney (enclosed). Thank you again for your consideration. CENTRAL & FANNIN WILSON 155, LP, a Texas limited partnership By: Central & Fannin GP LLC, a Texas limited liability company, its General Partner Name: Augustine H. Gomez Title: Authorized Officer
4	Alan Hashem	2/1/2021	Email	Good afternoon Mr. Endres, We have viewed the recorded video for the January 21, 2021 virtual public meeting for the 5 Proposed Alignments for US Hwy 380 from Coit Rd. to FM 1827. Please accept this as our comment on the project. We support the Gold and Brown routes; specifically Segment B to the west side of Custer (2478). By placing the bypass to the west and then north of US 380, it will keep our commercial property, as currently being developed, from displacement, relocation and loss of our business and tenants. Kindest Regards, Alan Hashem 469-855-3900
5	Alex Milano	2/5/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. I really hope you do with this option. thank you for your time and consideration. Regards, Alex Milano
6	Allyson Small	1/30/2021	Survey	This will negatively impact my property value and would be too loud
7	Amee	2/5/2021	Survey	Making this a freeway would pose a lot of problems for the town of Prosper. Two future school sites being very close, increased noise and traffic and air pollution just to name a few.
8	Amie Voigt	2/5/2021	Survey	Mr. Stephen. Endres As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Amie Voigt
9	Amy & Chad Teague	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
10	Amy Limas	2/5/2021	Email	January 30, 2021 To: Mr. Endrea, As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Sincerely, Amy Limas
11	Andrea Horvath	2/5/2021	Survey	I live in McKinney TX north of 380. I'm still very confused as to why you are taking homes and land to build a highway that no one wants when there is already a highway everyone uses (US Highway 380). Fix 380. Problem solved.
12	Andrea S Martin	2/4/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
13	Andy Fisher	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
14	Andy Franco	2/5/2021	Survey	We do not want a 380 bypass cutting through Prosper!!
15	Andy Smith	1/23/2021	Survey	I believe Option 5 in brown is the best alignment for 380. I believe it will help the best with traffic on the existing 380 road and will spur development on the newly constructed 380. It is less of an abrupt change compared to the other options as well. Focus Area 1: B Focus Area 2: E Focus Area 3: C
16	Angela Hummel	2/5/2021	Survey	I oppose both Red Route B and Red Route E. Both of these routes will cause greater pollution, noise levels and safety concerns in our town. Both routes will pass by new PISD schools - which is a major safety concern for many reasons.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
17	Angela Linz	2/5/2021	Survey	I am vehemently against 380 bypass going through Prosper! I own a home off First Street and my children attend Founders Classical Academy in Frisco and will be transferring to the Prosper campus. I oppose the gold and brown alternative. No road of this size should be near a school much less should never shut down a school! Please find another route for 380 bypass
18	Angelina Lozano	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
19	Ann Johnes	1/29/2021	Survey	Leave as is or build where 380 already is, don't cut thru neighborhoods. 380 seems fine to us, even on busy days. The "new post-COVID-19 normal" will likely have more folks permanently working from home (or part time) and we'll not see as much traffic.
20	Anonymous Concerned Citizen	2/5/2021	Survey	I'm one of the few Prosper residents who, while not excited by the new proposed routes cutting through the SE corner of Prosper, looking at the area on Google Earth, the Gold and Brown alternatives do appear to go through the most "open" land, thus impacting fewer existing structures. There is NO good alternative; this should have been dealt with/decided on 20 years ago long before the current population explosion. The only alternative to this would be to prioritize fast-track the Northern Loop to alleviate "through" traffic, leaving 380 between Denton & McKinney as is for "local" traffic.
21	April & Gary Gibson	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
22	Ashley Conley	2/5/2021	Survey	If you decide to proceed, please implement option A that begins completely east of Custer. Option B encroaches too much on my existing neighborhood, and it is already difficult enough to exit onto 380. Also, I believe it would cause more congestion at the 380 and Custer northwest shopping center during and after completion. Thank you for considering my opinion.
23	Ashley Kuhlmeier	2/5/2021	Survey	As a resident of prosper and mother to 2 children who will attend the future HS built on First Street, I'm highly opposed to the new alternative highway routes named Red B and Red E (or gold and brown.). Not only would a major highway increase traffic and noise pollution, but it would be highly dangerous for new teen drivers to be near such a large thoroughfare on their way to and from school. We also have many kids in this town that walk to and from school, not to mention ones that play outside and enjoy neighborhood parks. The increase in traffic through our neighborhood communities could lead to an increase in crime such as vandalism and abductions. Lastly, as a property tax consultant by trade with over 15 years experience, I am certain these proposed routes will significantly decrease the values of homes for all of the areas affected. While being close to, or on, a highway or frontage road would increase commercial real estate and land values for parcels zoned for commercial, highways significantly decrease values of residential properties because of the increase in noise pollution, traffic, and crime that follows. Keep highway 380 ON highway 380 where the commercial properties are already located and keep the highway away from our family homes and children.
24	Ashley Molony	2/4/2021	Survey	Prosper TX is a small bedroom community that will be adversely affected if it is dissected by the proposed Red Routes B & E. The city is underway with construction of a new high school and a new charter school in the immediate vicinity of the proposed highway. Neighborhoods with small children and high property values will be greatly impacted negatively by the placement of such construction. While I understand the need of a solution to the 380 traffic situation, the alternatives which would damage Prosper so badly should not be at the top of the list. There are other choices which allow Prosper to maintain its quaint town appeal/charm and property values while still alleviating congestion. Thank you.
25	Ashley Pepkin	2/5/2021	Survey	Prosper should have the right to define and chart its own future developments and land use Red routes B and E will have direct adverse affects to Prosper. Such as the rise in traffic, increased noise, more air pollution, decreased safety and possible lowering of property values that a freeway could bring if Red Route B or E is chosen. Not in favor. Please don't do this to Prosper.
26	Avalon Legacy Ranch	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
27	Barbara Petty	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
28	Barry Rhoads	2/5/2021	Survey	The bypass should start west of Custer period. You can play around with options till the cows come home. By way, 380 is fine...leave it alone.
29	Becky Riddell	1/23/2021	Survey	Why can't you do the overpasses like they did in Prosper over Preston Rd and DNT? The best would be to connect back to ridge road or Stonebridge Ranch Dr. The lines through Prosper go through a neighborhood, cemetery and school
30	Ben Pruett	1/15/2021	Email	I'm following up on my proposal to include the Collin County Outer Loop in the scope of the U.S. 380 EIS. I do appreciate your December 30th response… "Thanks for your suggestion and will take it into consideration." My additional comments are: •The Outer Loop is a viable alternative to the proposed Purple and Green routes and should be included in the U.S. 380 EIR. •However, the Outer Loop may only require an Environmental Assessment, because Collin County has designated the route, began acquiring ROW, and has completed conceptual drawings for construction. •The proposed route connecting the bypass at U.S. 75 to the Outer Loop is a new proposed route that should be added to the scope of the U.S. 380 EIR. •The Outer Loop is proposed to be a ten-lane urban freeway with frontage roads, interchanges and ramps. Design speed is 70 MPH. •It appears the Outer Loop, along with the U.S. 75 to the Outer Loop connection, will have fewer environmental issues including; the Clean Water Act, Floodplain Management, air quality, and Et al. •The Outer Loop proposal is consistent with TxDOT's goal to have U.S. 380 provide a link between Collin and Denton Counties similar to Dallas and Tarrant Counties. Joining or connecting the Collin County Loop to Denton County's proposed Teal or Orange routes will very likely reduce miles traveled from U.S. 380 to I-35, reduce traffic accidents, and fewer traffic disruptions during construction. •The Outer Loop would very likely reduce TxDOT's per mile construction costs, and expedite construction of the freeway. Again, I want to emphasize the Collin County Outer Loop is a viable alternative to the U.S. 380 Purple and Green route, and should be added to the scope of the U.S. 380 EIS. Please review the attached document.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
30	Ben Pruett	1/16/2021	Email	Attached Document U.S. 380 EIS - PROPOSED TEAL ALIGNMENT U.S. 380 - Collin County Here is another U.S. 380 possible route that should be added to the scope of the EIS. The NOI to prepare the EIS states the noticed January 21 meeting will "provide an opportunity for the public to review and comment on the draft coordination plan and schedule, the project purpose and need, the range of alternatives (emphasis added), and methodologies and level of detail for analyzing alternatives. It will also allow the public an opportunity to provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that should be analyzed in depth in the EIS."Consistent with TxDOT's goal to have U.S. 380 provide a vital link between Collin and Denton counties, similar to I-20 for Dallas and Tarrant counties, this paper proposes the Collin County Teal alternative be added to the U.S 380 Environmental Impact Study for evaluation as a viable alternative to the Green and Purple alignments noticed in the NOI. The proposed Collin County Teal route would join/connect to the Denton County Teal or Orange conceptual alignments at the Dallas North Tollway. At the eastern end of the proposed Collin County Teal route, the route would connect to TxDOT's designated Purple route at U.S. 75, and then travel northwest about 5 miles and connect with the Collin County Outer Loop at CR 125 and CR 167 (Lake Forest Drive). From there it would follow the Collin County Outer Loop, Segment 3, west to Join/connect to the Denton County Teal or Orange proposed route. The Collin County Outer Loop Segment 3 is proposed to be an Urban Freeway comprising of a Ten-Lane Freeway, Frontage Roads, Interchanges and Ramps. The design speed is 70 miles per hour. Significant design work and ROW acquisition has been completed and posted on collincountytx.gov. TxDOT's purchase of Collin County's Outer Loop, Segment 3 alignment would recover the significant funds Collin County invested in the preliminary design and ROW acquisition for the Outer Loop, Segment 3. The recovered funds, along with the voter approved Bond funds, would be available to fund other viable and critical transportation needs in Collin County. The Denton County Orange and Teal conceptual alignments joining the Collin County Teal Route creates a U.S.380 corridor from U.S. 75 in Collin County to Interstate 35 in Denton County. The proposed alternative may very well reduce travel miles from U.S 75 to I-35, accidents will likely be reduced, construction costs would likely be less, environmental impacts would be minimized, and traffic disruptions during construction would also be minimized. TxDOT needs to consider the BIG picture along with the cost savings benefiting Texas and Collin County taxpayers. The Collin County Teal alternative should be added to the U.S.380 Environmental Impact Study (EIS) for evaluation as a viable alternative to the Green and Purple alignments noted in the Federal Notice of Intent (NOI) to prepare the EIS.
31	Ben Pruett	1/27/2021	Email	Mr. Stephen Endres, Attached are the comments I prepared following TxDOT's virtual public meeting held on Thursday, January 21, 2021. Please note that I am calling for TxDOT to remove the proposed Brown and Gold alignments (west of Custer) in Focus Area #1 from consideration, and from the EIS's scope of work. Both proposed alignments are within a "highly constrained" project area, which presents insurmountable impediments. I am also making a formal request to have Focus Area #1 and Focus Area #2 combined into one Focus Area. The combined Focus Area would be compared to the Green alternative, thereby fulfilling NEPA's requirement that the EIS assess the "environmental impact of and alternatives to major federal actions." Steps should be taken to provide notice to the involved or interested public agencies, and revise or update the EIS's NOI, if required. Continuing to consider the Brown and Gold routes included in the Focus #1 alternative is a poor use of TxDOT's time and money. Clearly, Focus Area #1 is "Highly Constrained," which has TxDOT proposing a false alternative for EIS analysis and assessment. A false alternative would likely not meet the requirements of NEPA. Thank you for considering my comments and request to remove the Brown and Gold alignments from consideration along with combining Focus Area #1 and Focus Area #2 into a single Focus Area for EIS assessment and analysis… fulfilling NEPA's requirement for the EIS to assess viable alternatives. Ben Pruett 4311 Whitley Place Drive Prosper Texas 75078
32	Ben Pruett	1/27/2021	Comment Form	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. •Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property… Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) •Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks." EIS SCOPING COMMENTS Analysis and Assessment of Air Pollution, Particulate Matter, Noise, et al.: The EIS must include an analysis and assessment of the public health risk of air pollution, particulate matter emissions, noise, et al., imposed on properties beyond the proposed freeway's right of way. Several public entities and health agencies have noted the negative health effects could imposed health risks as far as one half-mile to one mile beyond the right-of-way. TxDOT must fulfill its National Environmental Policy Act (NEPA) obligation to consult with EPA, Dept. of Transportation, and public health agencies in its analysis and assessment of the public health risks associated with a NEW vs. existing highway alignment. Environmental Constraints - Focus Area !; Coit Road to CR 161/Ridge Road •Neighborhoods/Existing Residences: The proposed route from CR161/Ridge Road to Custer Road is a "Highly Constrained Project Area." The project area is within 250 feet of Whitley Place, subjecting the neighborhood to the negative health effects from the project's air pollution and particulate matter emissions. It appears the Brown and Gold bypass alternatives' proposed in Focus Area #1 will require an elevated overpass to cross Custer Road. The EIS should analyze and assess the air pollution and particulate matter emissions impact imposed on Whitley Place and ManeGait. It appears a raised structure will only exacerbate the negative health effects introduced by the Brown and/or Gold bypass alternatives. How far will wind patterns carry the negative health effects of air pollution and particulate emissions? Also, what effect will the negative emissions have on the peace and serenity at Walnut Grove Cemetery, and the accelerated deterioration of the many tombstones of early settlers to the area? •Schools: Founders Classical Academy is a tuition-free Texas State Charter K-12 Public School endeavoring to provide a well-rounded education that is distinctively classical. The Texas State Charter K-12 Public School, which is currently under construction, will hold a parent interest meeting on February 16, 2021. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This public school presents an insurmountable constraint for the Brown and Gold alternatives. TxDOT should remove the proposed Brown and Gold bypass alternatives from consideration and from the EIS's scope of work. Prosper ISD High School #3 construction is scheduled to start in September 2021. A large population of the student attendance for this campus will come from neighborhoods east of Custer Road to Lake Forest Drive in McKinney. The scope of the EIS must include a traffic study that evaluates and analyzes the freeway's construction and design conflicts with neighborhood traffic demand, especially during school arrival and departure times. •Businesses: ManeGait, located on the east side of Custer Road, provides therapeutic services to adults and children with disabilities. The environmental health risks introduced by the Brown and Gold proposed bypass alternatives will have a significant negative impact on its mission. The negative environmental impacts imposed on ManeGait, a "key community resource," should cause TxDOT to remove the proposed Brown and Gold bypass alternatives from consideration and from the EIS's scope of work. •Future Developments: The proposed Brown and Gold alignments are constrained by Malabar Hills which is currently under construction, and Ladera Prosper with construction planned to begin in the second quarter of 2021. Additional projects north of U.S. 380 are planned for 2021 that will also impose constraints for the proposed bypass alignments. EIS SCOPING COMMENTS (Continued) •Wilson Creek Park, Prosper TX: Wilson Creek Park in Whitley Place was funded by the National Land and Water Conservation Fund. The Fund is committed to safeguarding water resources and provide recreation opportunities. The scope of the EIS should review and analyze the environmental impacts introduced to the park related to air quality, particulate matter emissions, and noise pollution. The EIS's review and analysis should also explain on what authority this conservation area can be modified or otherwise impacted by the proposed bypass alternatives. •Utilities: Utility easements - A fifty (50) foot natural gas pipeline easement, and a seventy (70) foot City of Irving waterline easement appear to offer a constraint for the proposed Brown and Gold bypass alternatives. Above ground electric utility lines may also prove to be a constraint for the proposed overpass. The proximity of Wilson Creek may prove to be a very costly relocation of the power lines to underground facilities. Focus Area #1 and Focus Area #2 should be combined into one Focus Area. The combined Focus Area would be compared to the Green alternative, thereby fulfilling NEPA's requirement that the EIS assess the "environmental impact of and alternatives to major federal actions." Steps should be taken to provide notice to the involved or interested public agencies, and revise or update the EIS's NOI, if required. Continuing to consider the Brown and Gold routes included in the Focus #1 alternative is a poor use of TxDOT's time and money. Clearly, Focus Area #1 is "Highly Constrained," which has TxDOT proposing a false alternative for EIS analysis and assessment. A false alternative would likely not meet the requirements of NEPA.
33	Ben Silver	1/28/2021	Survey	If the red route is chosen, Which goes under Erwin park but comes right by Heatherwood, I would suggest taking the roadway 1/4-1/2 mile north so home foundations are impacted as they were with the I635 project in Dallas which lawsuits were filed and won by homeowners who had there foundations crack due to the roadway coming in an causing damage to homeowners near the construction. I think the same can happen here if the roadway comes as close as your suggesting north of heatherwood and Brookdale.
34	Betty Evans	2/5/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
35	Beverly Beauchamp	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
36	Bhargav & Rachana Patel	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
37	Birgit Mendoza-Keefer	2/1/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
38	Blake Bauman	2/5/2021	Survey	I strongly oppose alignment B as it would encroach on exiting homes & businesses in Prosper. Residents & businesses in Prosper should not suffer due to the poor planning of surrounding cities.
39	Blake Schofield	2/5/2021	Survey	We do not want a 380 bypass through the City of Prosper as being currently considered. We are a small town and the highway just south of frontier parkway would not only create a further traffic challenge in an area already heavily traveled for such a small town, but also would be detrimental to property values.
40	Bob Qualls & Debbie Bradshaw	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
41	Bobby Lajoie	1/23/2021	Email	380 needs to stay on 380. Please don't go building a useless road in my backyard. I don't understand why TxDOT cannot realize that building a new road off in the middle of a field with no development other than houses will alleviate traffic on the current 380. It will potentially push the people passing through McKinney but the bulk of current traffic lives off of 380. Not to mention just a couple miles north of this new 380 will be another highway. Because of the poor planning or lack of planning along the current 380, TxDOT is going to go ruin what people like us have worked so hard for. No my house will not be bulldozed but we will be able to walk out the front door and see what used to be beautiful green fields and trees and instead listen and see a big beautiful highway. I know this email will be useless but just know when this new road does get built go watch the volume of cars on both and then you can respond that I was correct. The current 380 will still be more heavily used. I will still have to sit in the eastbound turn lane at Hardin for 2-3 light cycles at rush hour. Whoever designed and paid for the shiny new right turn lanes down 380 in McKinney while ignoring the left turn congestion hopefully isn't the same person or group of people making this decision.
42	Bonnie Rubarts	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
43	Brad Johnston	1/26/2021	Survey	I support the recommended alignment (Option A) and oppose the "newly" developed Option B ("newly" because it is, in essence, just a redrawing of previous options that were rejected). The City of Prosper has passed five resolutions opposing Option B in any form (either the previous iterations or the present one). A large new private school is under construction at the corner of 1st Street and Custer that would fall directly in the pat of Option B. Two new neighborhoods under development on First Street and on Custer would also fall directly within the pat of Option B. A Prosper ISD high school is to be built very close to Option B. Finally, Option B would represent an unacceptable and substantial division of the City of Prosper itself given the size of the orphaned parcel of land south and east of Proposed Option B that would result from implementing Option B. For all these reasons, I would ask TXDOT to reaffirm its recommended Option A.
44	Brandi Carroll	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
45	Brandon Rojas	1/21/2021	Survey	Hello! First off, thank you so much for this effort. This is MUCH needed as driving down 380 (mostly pre-pandemic) gives me nightmares.That being said my vote is for, B, E, and between C or D I would be for whichever section is going to ease congestion more. The gold alternative is AMAZING. The traffic flow is so much better than A, I'm very confused as to why A is even an option when B seems to provide much better traffic congestion control, but hey what do I know I'm just a small business owner, you guys have all the engineers on your side! At the end of the day, I truly just want what's best for the community as a whole, and for our younger generations to come. Thank you again!! Brandon Rojas
46	Brandon & Cindy Webster	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
47	Brandon Koca	2/5/2021	Survey	I am strongly against route B and its major impacts on both current developments and future developments that will be adversely be affected by route B proposal.
48	Brenda Istre	2/5/2021	Survey	I feel either route Into Prosper would be hurtful to the development of our small town and hurt the environment with pollution. It will also endanger the drivers in the schools being built down First Street. I would suggest connecting to the bypass and go completely around Prosper on land already set aside for a major highway.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
49	Brenda & Mike Istre	1/29/2021	Email	I appreciate your prompt response and consideration for keeping 380 on 380. As a resident of Whitley Place for over ten years we enjoy the Texas pride in our subdivision and the town of Prosper. The proposed bypass seriously would have a very negative impact on our community. Here is a copy of a letter sent to you from Ron Justice. It details facts that deserve an honest responsible answer. Your help in keeping 380 on 380 is expected. The Brown and Gold routes for the 380 Bypass should be removed immediately from Environmental Review and discarded as a viable option for the 380 project for the following reasons; 1.You stated at the first meeting you had with the Town of Prosper(TOP) which my wife and I attended that TXDOT would not install this project if the Town of Prosper was against it. The Town of Prosper has published several resolutions stating they were totally against all options dissecting our community like the Brown and Gold routes clearly do. 2.Apparently, during TXDOT's most recent meeting with the TOP, TXDOT was not aware of the Texas State Chartered K-12 Founders Academy that was/is under construction along with Malabar Hills Housing Development. TXDOT was also not aware of several other developments that are either approved or seeking approval and are right in the pathway of the Brown and Gold routes. Why not? 3.Main Gait that provides therapeutic services for both adults and children suffering from disabilities is also in the pathway. 4.Environmentally, the Brown and Gold route is a disaster for us since we are in our mid 70's and live within 100 yards the Founder's Academy in Whitley Place. The Brown and Gold route will require the Freeway Bypass to be elevated in order to cross Custer Road and all the pollution that it generates will be raining down on us plus founders Academy, Main Gate, Malabar Hills, Proper's planned High School and Elementary School and everything else in the local vicinity. Walnut Grove Cemetery which is a very historical site will definitely suffer deterioration from the emissions that will attack the gravestones in the Cemetery. The true option that resolves 380 is to make 380 a Limited Access Freeway and avoid impacting the TOP in such a dramatic fashion. In your presentations you have stated 380 has an "F" rating due to all of the accidents on 380. How does that rating get any better if you do not fix 380, but instead add a bypass in 8 to 10 years from now. By then, the traffic load will be where it is today or probably worse. All the arguments I saw/heard in your presentations for not making 380 a Limited Access Freeway were weak/questionable at best. Somehow, TXDOT was able to figure out how to make 75(Central Expressway) an expanded, Limited Access Freeway and it had a lot more issues with businesses, neighborhoods, SMU, politics and historical areas, etc. to resolve than 380. My sense is this is all about politics and the political pressure a big, entrenched City like McKinney is placing on the much smaller Town of Prosper and the overall decision making process. If making 380 a Limited Access Freeway is not viable to TXDOT, then why not go with the route that goes by Tucker Hill in McKinney? Politics in the way? The Brown and Gold routes are unacceptable to the residents of Whitley Place and the Town of Prosper. Please eliminate them from consideration immediately. Respectfully submitted, Larry Salisbury 469-715-7898 Forwarded and signed a show of support from by Brenda & Mike Istre
50	Brent Kirby	2/3/2021	Email	Mr. Endres, I, along with Robert "Bob" Benson, Benjy Green, Emily McCutchen, and Phillip Dailey, constitute the Board of Directors for the Whitely Place Homeowners' Association. Whitely Place is comprised of more than 550 homes, and is located Northwest of the intersection of Custer and First Street in Prosper Texas. Attached is a Comment objecting to the Brown and Gold Alternatives to the 380 expansion project. This Comment is submitted by the Board on behalf of each homeowner in Whitely Place, and we thus request that this Comment be deemed 550 negative Comments opposing the Brown and Gold Alternatives. Please feel free to contact me if you have any questions, Respectfully, Brent Kirby 469-767-6725 This Comment opposes the new Brown and Gold Alternatives to the proposed 380 Expansion as to the portion of the Brown and Gold Alternatives west of CR 161/Ridge Road. Those alternatives pose severe and insurmountable negative impacts to the Town of Prosper, current and planned residential developments, public schools, current and planned cemeteries, property values, and businesses. We believe that the Brown and Gold Alternatives should be removed from the Environmental Impact Statement ("EIS") because they are not viable alternatives to the current TxDOT Recommended Alignment. To the extent that these two alternatives are included in the EIS, then the EIS must address the following traffic, construction, economic, safety, relocation/displacement, air quality, noise, land-use, visual, and existing and planned residential and commercial development impacts. This comment is submitted by the Whitely Place Homeowners Association Board of Directors on behalf of the Whitley Place Homeowners' approximately 550 homes and 1,000 plus adult residents (the "Whitely Place Homeowners"). This comment should be reported as 550 negative comments as to the Brown and Gold Alternatives in the Environmental Impact Statement Public Comments Report. The Brown and Gold Alternatives pose significant detrimental Environmental Impacts and Social and Economic Impacts to the local community. The portion of the proposed Brown and Gold Alternatives North of E. University Drive (a/k/a 380) and West of Custer is a zoned low-density residential area with existing and planned residential neighborhoods, public schools, and cemeteries. The proposed Brown and Gold Alternatives would, at a minimum, abut to the Southeastern most portion of the Whitely Place Neighborhood; abut a historical cemetery; require the removal of the Founders Classic Academy -- a tuition-free Texas State Charter K-12 public school; traverse through the middle of the Ladera Prosper planned residential development -- a 55+ retirement community; traverse through the middle of the Malabar Hills planned residential development; and traverse through the middle of planned retail developments. Moreover, the proposed alternatives are roughly only a half-mile from the proposed new Prosper ISD High School that will open in the fall of 2024, which would pose traffic and health and safety impacts to the school. The negative environmental and social and economic impacts include (1) detrimental noise and air pollution to residential neighborhoods and public schools, (2) destruction of existing and planned residential neighborhoods and public schools, (3) harm to existing property values, (4) aesthetic inconsistency with existing and planned land use; and (5) disruption to existing land use plans. For example, the Brown and Gold Alternatives would cause substantial degradation of property values in the Whitley Place neighborhood, where home values generally range from $600,000 - $2,000,000. Those alternatives would also have significant negative financial impact to the displaced and affected planned residential neighborhoods and businesses. The Brown and Gold Alternatives also present major Indirect and cumulative Impacts. It is likely that the Brown and Gold Alternatives would cause the Southeastern most portion of Prosper (being the area West of Custer, East of Coit, North of E. University Drive, and South of First Street) to no longer be suitable for low density residential development. A freeway cutting through the middle of the Southeastern portion of Prosper -- and the associated noise pollution, air pollution, visual impacts, traffic impacts, and health and safety impacts -- is not compatible with residential development. Those alternatives have the high probability of halting all plaiined residential developments and schools. This would fome altemtion of the Town's Comprehensive Land Use Plan, which was first adopted in August of 2012. These impacts must be considered as they meet the requirements in Sierra Club v. Marsh (1' Cir. 198J) and Fritiosfs›ıi v. Alexander (S* Cir. 1985). The Whitely Place Homeowners support and adopt the positions stated by the Town of Prosper in the Town's five resolutions regarding the alignment of 380, including but not limited to the following statements included in the Town's most recent resolution dated November 24, 2020. •The Town Council supports the current alignment of U.S. Highway 380 expanding to a Limited Access Roadway (LAR). •The Town Council continues to support TxDOT's Recommended Alignments presented in both the May 6, 2019 Public Meeting and included within the U.S. 380 Collin County Feasibility Study Report completed in March 2020. •The Town Council expresses its strong opposition to any alignment that is not consistent with the current alignment of U.S. Highway 380 in the Town. •The Town Council Expresses its strong opposition to any proposed alignment consideration of the Gold or Brown Alternative Segment B alignment options for U.S. Highway 380 within the corpomte limits of the Town of Prosper that is not consistent with the Town's Thoroughfare Plan and as presented during the Agenoy Scoping Meeting of the U.S. 380 EIS Coit Road to FM 1827 within the limits of the Town on October 12 and 29, 2020. •The Town Council direcn Town staff not to coordinate with TxDOT or any other entity related to the preservation of right-of-way for the expansion ofU.S. Highway 380 as a Limited Acress Roadway while there exists alternative options for U.S. Highway 380 within the corporate limits of the Town of Prosper. The negative impacts that would be caused by the Brown and Gold Alternatives are so numerous that it is impractical to address each one in this Comment. We have done our best to highlight some of the most severe impacts, but this Comment is by no means exhaustive. As such, we teitemte our stance that the Brown and Gold Alternatives should not be included in the EIS because they are not viable alternatives. If those alternatives are included in the ICIs, aen a full analysis addressing each of the above-mentioned impacts is necessary to accurately portray the harm caused by the Brown and Gold Alternatives.
51	Bri Westbury	2/4/2021	Survey	I believe it is most beneficial for all McKinney residents and business owners that any highway creation/expansion remain on Highway 380, as originally intended. Businesses who are building on 380 will lose revenue if the bypass took commuters around their locations. They bypass will not only move traffic away from businesses, it will push it towards communities with small families and private property owners. If 380 is moved away from 380, it is a lose/lose for everyone.
52	Brian Lauer	1/30/2021	Survey	I'm concerned about the environmental noise right next to a new sub division.
53	Brian Miller	2/4/2021	Survey	I do not agree with the red B and red E routes. They run through already planned schools.
54	Brittney J. Van Swearingen	2/5/2021	Survey	As a resident of Tucker Hill and a kindergarten teacher (and parent of 3 students) transferring to the new Founders Classical Academy of Prosper at Custer and First Street, I am very concerned about the negative impact the new "Red B" and "Red E" routes (also known as the "Gold & Brown" routes) will have on our Prosper and NW McKinney communities. The increased noise, traffic, and air pollution will absolutely be detrimental to the daily lives of residents in nearby neighborhoods and especially the students of FCA Prosper and the new PISD high school. We chose our Tucker Hill home in January 2019 in part because of TXDOT's 2018 decision to pursue "Red Route A", and it is our fervent hope that TXDOT officials continue to pursue that option as a highest priority. Thank you, Brittney J. Van Swearingen
55	Brooks Krider	2/5/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
56	Bruce Dicus	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
57	C. David Cauble	2/5/2021	Survey	Keep 380 on 380 and make McKinney own their own planning problem. The people of Prosper do not want a bypass no matter what you continue to try to call it. I do not want my children having to go to school next to a highway and it should never be or have been a consideration. I'm not sure why TXDOT continues to allow McKinney to push their planning problem onto the Prosper community.
58	Cameron Hascal	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
59	Caren Wilson	2/5/2021	Survey	I am a resident of Prosper and have been following the plans on the "improvements" to 380 for years. I had the understanding that Red Route A had been approved, depending on environmental impact surveys, a couple of years ago. That route was decided upon, in part due to being the least impactful to residents and businesses. Nothing has changed to cause new routes to be considered. I can understand residents of certain neighborhoods in McKinney being distressed about traffic concerns, but 380 has been in place for more years than those neighborhoods. The city of McKinney should not be pushing their traffic issues on their neighboring cities, especially after lengthy discussions and considerations on other routes have taken place and been decided. Sincerely, Caren Wilson Prosper
60	Carla Barfield	2/4/2021	Survey	My husband and I moved to Rhea Mills subdivision 8 years ago. We chose this area because of the quiet and peaceful surroundings. We did not purchase near 380 to avoid traffic and noise it creates. Please keep that highway away from our neighborhoods, schools and our lives. Don't cut through Prosper and ruin our town in the process. Let 380 stay on 380 and fix it there where it is. Do what is best for our families and our way of life.
61	Carlos Gaytan	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
62	Carol Weiss Hendrix	1/24/2021	Survey	I am opposed to the Brown and Gold Alternative routes. I live in Walnut Grove and each of those routes wolud "box in" our lovely peaceful neighborhood on 3 sides by highway (to the west and north by the bypass and south by 380). My family has lived in this lovely neighborhood for nearly 30 years and the proposed Brown and Gold routes would destroy our neighborhood.
63	Cassandra Maloney	2/4/2021	Survey	I am writing to voice my disapproval for the proposed plan to route 380 through Prosper in any way and at anytime. Prosper should have the right to define and chart its own future developments and land usage. We are a family town and implementing plan that runs through Prosper in any way will have adverse affects to Prosper. Such as a great rise in traffic, increased noise, more air pollution, decreased safety and it will very likely lower property values. The residents of Prosper choose this town due to the green space, ability to be outdoors and the fact that Prosper is a community without lots of traffic. If a freeway such as Red Route B or E is placed in Prosper it would ruin the town. Many would move immediately. We had a choice of busier towns when we moved to TX and choose Prosper. Let's keep Prosper as it is.
64	Catherine Collins	2/4/2021	Survey	I STRONGLY OPPOSE any bypass route that comes through the city of Prosper.
65	Cathy Steen	1/31/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
66	Cesar Blanco	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
67	Chad Ahlemeyer	2/5/2021	Email	Mr. Endres, I am extremely opposed to the proposed 380 realignment East of Custer Road, along with my Stonebridge Ranch neighborhood and the entire city of McKinney. This option will cause a large, unsightly interchange to be constructed just North of the Stonebridge Ranch villages of Wren Creek, where I live, and Kensington and LaCima. It will destroy the beauty of our neighborhoods and town! It will bring a significant increase in traffic through family friendly Stonebridge Ranch, and depress property values for families living in neighborhoods like my own adjacent to US 380. We chose to relocate here 3 years ago for the beauty, family friendly community, and premier schools, all of which will be negatively impacted by a large interchange. I implore you to realign 380 beginning East of Coit Road and West of Custer Road, as supported by the entire City of McKinney. Thank you for your consideration Chad Ahlemeyer
68	Chance Jolley	2/5/2021	Survey	I am strongly opposed to Red Routes B or E - 380 bypass routes. Prosper should have the right to define and chart its own future developments and land usage. Also oppose this due to the rise in traffic, increased noise, more air pollution, decreased safety - for our children and student drivers - for all drivers. Also the possibility of lower property values that a freeway could bring if either of these routes are chosen. What a disruption and destruction for our town and any nearby developments. Please reconsider this detrimental plan.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
69	Charles Kaylor	1/30/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of McKinney, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of existing homes and businesses. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. Continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
70	Chelsi Henry	2/5/2021	Survey	I highly opposed option b alignment.
71	Chris Clark	1/31/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
72	Chris Vock	1/21/2021	Survey	Thank you for the virtual meeting. We live in Hardin Village just South of 380 off of Hardin. We support any alignment other than F, we do not want to see the existing 380 expanded. That would bring more noise than we already hear and defeat the purpose of the project and negatively impact access to many businesses and restaurants.
73	Chrissy Rodgers	2/5/2021	Survey	Please drop all bypass routes. Mckinney has a comprehensive plan that would solve this. Force their hand to go back to it and build out roads to six lanes on major roads north of 380. Txdot saves money, the taxpayers save money, and residents don't lose their homes. Collin County is already working on Outer Loop anyway which would be not far from a bypass. This makes no logical sense to have a bypass so close to the Outer Loop.
74	Christina Valleau	2/5/2021	Survey	In agreement with this statement:"Please drop all bypass routes. Mckinney has a comprehensive plan that would solve this. Force their hand to go back to it and build out roads to six lanes on major roads north of 380. Txdot saves money, the taxpayers save money, and residents don't lose their homes. Collin County is already working on Outer Loop anyway which would be not far from a bypass. This makes no logical sense to have a bypass so close to the Outer Loop."
75	Christine Scarbo	2/5/2021	Survey	I Vehemently oppose the alternative route alignment, option B. This last minute alternative dissects The town of Prosper which is not in keeping with its long term community plan and undermines the cohesiveness of our community. Prosper has adequately planned, prepared and implemented 'its' section of highway 380. While the residents of McKinney may favor this alignment being forced upon the residents of its neighboring town, we, the residents of Prosper, do not support this alignment.
76	Christine Smith	2/5/2021	Survey	Oppose alternative B.
77	Christopher Duvall	2/5/2021	Survey	I am vehemently opposed to Red Routes B and E - 380 bypass routes. Prosper should have the right to define and chart its own future developments and land usage. Also oppose this due to the rise in traffic, increased noise, more air pollution, decreased safety - especially for our children and student drivers - for all drivers. Also the possibility of lower property values that a freeway could bring if either of these routes are chosen. What a disruption and destruction for our town and any nearby developments this would be. Please reconsider this plan. Thank you.
78	Christopher Kern	2/5/2021	Survey	Please DO NOT consider the brown alignments that take the western portion of the bypass through Prosper. There will be significant impacts to this area with is currently under development for a school, several residential develops and two cemeteries. Keep 380 ON 380 through Prosper!
79	Christy Saenz	2/5/2021	Survey	I respectfully request the bypass route plan, this so-called "improvement" that will unnecessarily overrun and destroy private property. Mckinney has a comprehensive plan that would solve this. Force their hand to go back to it and build out roads to six lanes on major roads north of 380. Txdot saves money, the taxpayers save money, and residents don't lose their homes. Collin County is already working on Outer Loop anyway which would be not far from a bypass. - Christy Saenz, a concerned Collin Co resident
80	Clifford Freeman	2/4/2021	Survey	Please please please do not destroy the east side of Prosper by considering either of the two routes through our small town. The detrimental effects would impact our schools and residential neighborhoods tremendously and permanently. I pray you do the right thing and terminate the bypass in McKinney since their lack of planning was the major contributor to the need for a bypass.
81	Clint & Katy Kaeding	2/1/2021	Email	Hello, Mr. Endres -- I'm sure you've received several similar communications from fellow residents of Tucker Hill already, but please know that all points outlined below reflect our feelings as well. As residents of Tucker Hill, we hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January, 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. It is our understanding that this option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. Upon discussing this with fellow neighbors, we share in their significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, we request that further studies and mitigation efforts be made, including choosing an alternate route. We also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. We request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that we understand to be in place today. We further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, we believe that continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. We've seen no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. We request that taxpayer dollars not be allocated towards this effort. Thank you for your time and consideration of our position. Clint and Katy Kaeding 2408 Addison St
82	Clint Wolfe	2/5/2021	Survey	I am strongly against any alignment that effects the town of Prosper especially the brown and gold alignments. As a low cal property owner this is have extreme impacts to the area. The town of Prosper should have the right to define and chart its own future developments and land usage and has passed 5 resolutions against any alignment through the city. Both the gold and brown alignments will have direct adverse affects to Prosper, it proposed schools and the quiet and peaceful way of life that we bought into when we chose to move here. There will most defiantly be a rise in traffic, increased noise, more air pollution, decreased safety and possible lowering of property values that a freeway could bring if the gold or brown routes are chosen. Let's keep the commercial corridor on 380 and protect our valuable open spaces land resources.
83	Cole Waldron	2/5/2021	Survey	I oppose option B
84	Collin Sanders	2/1/2021	Email	Dear Mr. Endres: Our 3 households wish to register our opposition to the US 380 McKinney Bypass Loop, as it is currently proposed and being considered by TxDOT. We are next door neighbors and live in Willow Wood Subdivision in McKinney, TX. We have all moved in to 3 separate adjacent homes within the past few months. We have enjoyed the peace and quiet and closeness to nature our homes provide. Our front doors open to acres of trees and river bottom land, just north of the East Fork of the Trinity River. Imagine our shock in learning that our TxDOT is considering an 8-lane, elevated roadway that will pass a short distance from our front doors and totally eliminate our peace and quiet and wonderful trees we enjoy seeing every day. We are opposed to this project for obvious reasons, but there are other reasons too. Here is our list: 1. This 8-lane elevated roadway passing near our front doors will severely challenge our enjoyment of our homes' peace and quiet. Noise from the years of construction this project will require will be severe. 2.Hundreds of acres of trees and natural habitat for wildlife will be destroyed in the process. There may also be evidence of human occupation by ancestral Texas native peoples on this land that would be forever lost to discovery if this roadway is built. 3. Construction and later use of this roadway will create collateral pollution and will spill out onto adjacent land and into the East Fork of the Trinity River. 4.Perhaps most important, we fail to see the real need for constructing such a roadway at all. The traffic snarl on US 380 in McKinney, bordering East and West sides where it intersects US 75, is caused by local traffic and businesses, not vehicles "passing through" McKinney. This bypass loop will not eliminate any of the traffic problems that US 380 in McKinney has experienced for years. Booming business growth on US 380, especially on the west side of US 75, is to blame for the traffic problem. Local traffic will continue to use US 380 to access these business and services, regardless of the availability of a loop around McKinney this project proposes. The traffic problem on US 380 will remain, even if this loop is built. 5.Lastly, if this project is approved and moves forward despite opposition from local residents like us, the cost of building an elevated 8-lane roadway across soggy river bottom land of the East Fork of the Trinity River will be astronomical. The low cost of acquiring this real estate will be washed out by the extreme cost of construction for this project. This is a complete waste of public funds, especially when there are other alternate locations for this project on more stable real estate than across a river bottom in an identified Texas flood plain. We thank you for this opportunity to express the reasons for our opposition for the US 380 McKinney Bypass Project and appreciate your consideration. Please contact us if you have any questions. Philip & Joann Mahon / 4105 Linwood Avenue Collin & Brooke Sanders / 4101 Linwood Avenue Roberto & Katie Hern / 4109 Linwood Avenue Willow Wood Subdivision / McKinney, TX 75071 Email contact: pmahon52@gmail.com
85	Connie Chatelain	2/5/2021	Survey	I am a resident of Prosper, TX and am opposed to the proposed new routes B and E for the 380 bypass. Firstly, I support that the city of Prosper should have the right to define and chart its own future developments and land. Secondly, Development of this major roadway would have direct adverse affects to Prosper. Just a few include nuisances and detrimental upshot to current and future citizens such as the rise in traffic, increased noise, more air pollution, decreased safety and possible lowering of property values that a freeway could bring if Red Route B or E is chosen. Please do not approve Routes B or E.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
86	Corey Anne Snowert	2/2/2021	Email	Mr. Stephen Endres As a resident of McKinney, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of existing homes and businesses. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. Continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Corey Anne Snowert 214-755-6575
87	Courtney Moscovic	2/5/2021	Survey	I oppose Red Routes B and E (Gold and Brown Routes). Prosper should have the right to define and chart its own future developments and land usage and these routes would have direct adverse affects to Prosper including the rise in traffic, increased noise, more air pollution, decreased safety and possible lowering of property values.
88	Craig Hansen	2/5/2021	Survey	In 2019, TXDOT expressly stated a preference for a 380 bypass that did not go through Prosper town limits. That alignment was subject to an environmental impact study that has yet to be completed. In the meantime, McKinney has continued to push to have the bypass moved into Prosper. Prosper has passed 5 resolutions stating clearly that the bypass is not welcome in Prosper. The 380 widening issues in McKinney are not Prosper's fault. Residents of Prosper should not be penalized for the lack of proper thoroughfare planning by McKinney. I would ask that the bypass route stay east of Custer, as communicated previously.
89	Crystal Ibarrola	2/5/2021	Survey	Prosper is a very small town, the area you plan to affect is not appropriate for a large highway. Improve the traffic on 380 by improving 380!
90	Crystal Miller	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
91	Cynthia Goodwin	2/5/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter.
92	Cynthian Goodwin	2/5/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Cynthia Goodwin 7101 Edgarton Way McKinney, Texas 75071
93	Damon Villar	1/31/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
94	Dan Chang	2/5/2021	Survey	I oppose proposed routes B and E (brown and yellow) as it relates to the 380 bypass. TXDOT should respect the wishes of Prosper's city council and its residents in opposition to these proposals. Revisiting past decisions seems to be a suboptimal use of time and resources especially when it is used for political gain.
95	Daniel T Stockman	1/25/2021	Survey	The Green (F) alternative seems to make the most sense, especially since there will also be a Collin County loop not too much further North. This keeps the road where it is, and doesn't impact the planned neighborhoods and developments that any city has.
96	Danny C. Nickason	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
97	Darlene Griffin	2/4/2021	Survey	I strongly OPPOSE Red Routes B & E. They will divide my town and create unwanted congestion and noise. These routes are also extremely close to proposed schools - which have already been started. The increased traffic near these schools creates an unwanted danger to our students. These proposals do NOT take into account the negative impact on the town of Prosper and its residents. The effect on the community will be detrimental to its residents and as a result needs to be taken off the table as a viable alternative to 380.
98	Dave & Arlene Friedrichs	2/4/2021	Survey	Thanks for allowing us to comment on this highly impactful decision that you face. We are all for the Red Option A as it looks like it will be less conflicting with schools and neighborhoods throughout the area.
99	Dave Verrelli	1/23/2021	Survey	Has TXDOT considered running the 380 Highway under the current Highway similar to how Dallas addressed LBJ/I-635's traffic congestion? My personal preference is still to keep 380 on or under 380. I know that some businesses might be impacted but I don't see why the roadway plans should change because Businesses or Homesteads built too close to the right-of-way. I can't build my fence on an easement, so how does a business or Housing Development build inside or too close to a right-of-way?

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
100	David A Vidusek	2/5/2021	Survey	Speaking as a Prosper citizen/resident, Prosper has planned for and supported an alignment along the existing US380 ROW where it touches the town limits. Town Council resolutions were passed 5 separate times (as of the date of this public comment period) supporting only one alignment - the alignment along US380. This is consistent with the Segment A - green, blue and purple alignments detailed in the EIS. Having the City of McKinney proposing and advocating for an alignment (not for any reason of environmental impact), that traverses Prosper is akin to a land 'taking' outside of McKinney's jurisdiction (despite the state doing the actual deed). Moreover, McKinney's failure to adequately plan for the growth along US380, and the certain knowledge of owners along US380 that growth was imminent - does not now excuse them from impacts of the choices they made in full knowledge of the impending growth. For these reasons, the Segment B - brown and gold alignments should again be dismissed (as they have been in the past). Of the three remaining options - green, blue, purple - the choice is up to the citizens of McKinney. Unlike McKinney's advocacy for routes outside of its jurisdiction, I do not presume to know which alignment would be best for the McKinney community. As a Prosper resident who travels US380 - if requested to voice a preference - then keep US380 on US380. Best regards, -David
101	David adams	2/5/2021	Survey	I want to keep 380 on 380. The two proposed plans that cut thru prosper will effect businesses and families in a negative way. Expand 380 as needed but don't cut through prosper for a bypass.
102	David Bruce	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
103	David Carmichael	2/5/2021	Survey	2/5/2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. David Carmichael
104	David Cota	1/30/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Sent by David Cota
105	David Deeds	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
106	David Hedgpeth	2/2/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. David Hedgpeth CFS/CDS/ASC, Principal Hill Country Transportation Resources, LLC 2005 Tremont Blvd McKinney, Texas 75071 214-842-4711 david.hedgpeth@yahoo.com
107	David Johnson	1/31/2021	Email	Dear Mr. Endres, Regarding the most recent presentation on proposed 380 alignments, we wish to express our strong support and agreement with the McKinney City Council for the new option B alternative (Brown or Gold). Having received an invitation to provide input on the alignment decision, the City of McKinney made its voice known, including its concerns with the other options proposed. The City's resolution in favor of option B only makes sense in light of option B's ability to better manage congestion issues and to improve east-west mobility. This is as compared to option A which was previously recommended by TxDOT. Option B also involves less cost and disruption than alternative alignments. To be clear, we do not support option A. The proposed depression of this option in front of Tucker Hill may be jeopardized by the presence of dams and potential flooding in the area. For us, this makes the adoption of the A option a non-starter, even before considering the noise and air pollution that will pose a health hazard to residents, and the safety risks associated with limited neighborhood entry and exit points during new highway construction. Again, we encourage the prudent adoption of option B (Brown or Gold), and we oppose all other alternatives. Thank you for your consideration of our position. David and Stephanie Johnson 7505 Wescott Lane McKinney, TX 75071

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
108	David Johnson	2/1/2021	Email	Good evening, As a close family member to residents of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Sincerely, David Johnson
109	David Keese	2/1/2021	Email	Mr. Endres, I am a resident of the Tucker Hill neighborhood, north of US 380, and this correspondence shall constitute my support of the Segment B alignment, with either the gold or brown alignments as shown in the January 24, 2021 virtual scoping meeting. The B alignment provides the best traffic-flow option, and avoids a merge bottleneck at the US 380 joinder segment. I also wish to voice my concerns regarding the environmental impact to the Tucker Hill neighborhood in the event of the A alignment, which would run adjacent and to the East of Tucker Hill. Such an alignment would result in significant noise impact. I request that a thorough study concerning mitigation of impacts to the Tucker Hill neighborhood. Thank you for your assistance.
110	Dawn Farlow	2/3/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
111	Dawn Ventre	2/5/2021	Survey	I am a parent with a child that is going to attend Founders Classical Academy Prosper at First St. and Custer Rd. I am opposed to the gold alternative and the brown alternative. I feel that a road of such magnitude should not be near a school and also I feel that it is important to not shut down the school for a road to be built. Please find another alternate route for 380 bypass.
112	Dean Collins	2/4/2021	Survey	I strongly oppose any bypass through the town of prosper!
113	Deb Campbell	2/1/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
114	Debbie King	1/31/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
115	Debi Ladd & Faye Stevens	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
116	Deborah Phillips	1/23/2021	Email	I am writing out of concern about the latest alternatives being proposed for the 380 improvements. The brown and gold proposals would run adjacent to my neighborhood and would be immensely disruptive to the peace and quiet currently enjoyed by my neighbors in Whitley Place. I am very worried that my property values would significantly plummet and the huge increase in traffic would be a danger to the area. I urge you to consider the other proposed routes which avoid construction in Prosper. Thank you for taking my communication into account.
117	Deborah Phillips	1/23/2021	Survey	I strongly urge TXDOT to avoid the B segment gold and brown alternatives. These proposals would directly impact my neighborhood and would create a significant amount of noise in my backyard. My home in Whitley Place would be adjacent to this major thoroughfare and my property value would plummet significantly. I urge you to consider the green, blue or purple routes which would avoid construction near Whitley Place. I am confident I speak for the hundreds of homeowners in my neighborhood that would be negatively impacted by the gold and brown alternatives. Thank you.
118	Debra F Selvidge	1/31/2021	Survey	We live on the very north edge of the Heatherwood neighborhood. I do not want to have a freeway 80 feet from my backyard pool when there is so much land farther North that is much less populated. I drive 380 daily and cutting South to Custer Road is not far enough anyway to really alleviate the traffic from US 75. And the damage to Erwin Park is very unfortunate if this project proceeds as planned.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
119	Dennis Burkett	2/4/2021	Email	Hi Stephen, Thanks for your seemingly never-ending work on this project…I know you'll be excited to move on to the next phase. I'm always impressed with your efforts & also that of your staff & the "model-builders" in Arlington. My suggestion for the western portion of this proposed alignment is either the Gold or Brown B Alternative(s). Rationale - several existing neighborhoods: Tucker Hill, Auburn Hills, Ridgecrest, Wren Creek, Kensington, LaCima, All of these will be severely impacted if either Purple or Blue A Alternatives are chosen, primarily from a safety aspect, as well as a Home Value perspective. Additionally, In previous meetings I spoke with the folks who developed the traffic model in Arlington…I know they feel their model remains accurate for US 380 even with the opening of the Outer Loop. However, with the opening of such A freeway, people's driving habits might change…Though I'm not familiar with the traffic modeling process, I was a Market Analyst with Fleming Foods & Scrivner for over 10 years, and we used a "model" process (based somewhat on Reilly's Law of Retail Gravitation) to prepare sales forcasts for new supermarkets, (expansions, relocations, upgrades, etc.) And I know that a "model" is just that, a model…there are always "factors" that can/should be adjusted to account for things that can't always be modeled. Thanks for being willing to receive comments! Dennis Burkett 972-984-9113 Ridgecrest subdivision resident (dburkett007@yahoo.com)
120	Dennis Croysdale	1/23/2021	Email	Thank you to TxDot for the Presentation on the status and scoping phase of the project to improve traffic flow for Hwy 380. I viewed the entire presentation and thought it was quite interesting. This project is certainly a major undertaking and worth the time to get it right. For context, I am a resident of Stonebridge Ranch and live approximately ¼ mile from the intersection of 380 and Stonebridge Drive and have lived at this residence since June 2006. While I do not have a pool with a running fountain, I do have a pond with running water which substantially drowns out road noise from 380. I have a couple of comments to make in response to the presentation. First, I believe further explanation is required to define what is an "F" road. No criteria is presented and only subjective comments from engineers at TxDot. For example, how is Preston Road or Hwy 289 classified? This is a Texas Hwy with jurisdiction under TxDot and has been recently enhanced with a major intersection at 380. The congestion appears to be much worse than 380, especially around Stonebriar Mall and all of the businesses going north to 380. The Hwy is also very congested south of 121 and the time to travel 8 miles from 121 to 380 is much longer than to travel 6-7 miles on 380 from Stonebridge Ranch to 75. Again, some context here would be very helpful because if Preston Road (Hwy 289) is rated better than an F, then something is wrong with your criteria. For your information, when we first moved to Stonebridge Ranch, the time to travel from our house to 75 was approximately 8 minutes, even during rush hour. It now takes approximately 13 minutes and that is with 4 traffic lights added and a multitude of businesses. The primary driver for additional traffic on 380 is most likely population growth and commercial business growth. The additional traffic lights have also impeded traffic flow but this is a necessity for all of the businesses and subdivisions. The presentation also mentioned an increase in accidents on 380 but only referenced a percentage and not the number. It would be helpful to have some numbers because you could have one accident in 2010 and 4 in 2019 and have a 400 % increase. If you had 5 accidents in 2010 and 20 in 2019, that increase could be considered a 400% increase. Also, to presume the increase in the number of accidents is due to traffic volume is not correct. For example, McKinney just had a horrible accident at 380 and Lake Forest and the cause of the accident was due to drunken driving, not traffic volume. Although not reported, I had an accident at Stonebridge Ranch and 380 because the driver behind me accidently took her foot off the brake and her car dented my rear bumper. This accident is not in your records because it was not reported nor should it be. Thus, I would be curious as to how many accidents have been incurred in 2019 vs. 2010 so that the slide showing the 404% increase can be put into proper perspective. The City of McKinney is advocating an alignment to connect with 380 further west of Custer which obviously we would prefer. This begs the question, what neighborhoods or planned developments are in the way of this alignment in Prosper as compared to the existing neighborhoods currently in McKinney for the original alignment that was going to connect to 380 just past Ridge Road. How many homes are impacted by each alignment, current and forecasted? This is an important question and it is not in your presentation. Also, the McKinney preferred alignment avoids two traffic lights, at Stonebridge and Custer, nor does it interfere with any traffic lights, on 380 or Custer going north. An important point to recognize is that if the alignment that joins 380 at Ridge is opted for, the truck traffic will continue to go close to two sizeable neighborhoods, Tucker Hill and Stonebridge Ranch, whereas the alignment that joins closer to Coit does not substantially affected any current large neighborhoods. Further studies should take into account property devaluation with the various alignments. If the alignment that joins 380 closest to Ridge is selected, the property values for Tucker Hill and Stonebridge Ranch would be greatly affected whereas the alignment that joins 380 closer to Coit affects much fewer developments and are not as close to 380. Whoever is affected should at least know the projected economic degradation and that should be outlined in very clear terms. While I appreciated the presentation, I think it was lacking in context on the points that I have raised above, road grading criteria and number of accidents on 380. I would suggest that you at least respond to my inquiry and fix all future presentations. Sincerely, Dennis Croysdale
121	Dennis Croysdale	1/24/2021	Email	Just an update on my use of Hwy 380 today, Sunday. I traveled at 10:20 AM from my house at 1412 Haverford Way to 75 and it took 6 minutes. After attending church in Richardson, returned on 75 at 12:20PM and because of additional traffic and hitting 3-4 traffic lights, the trip took 11 minutes. Neither time is excessive and I think not bad for an F-rated highway. Again, I would need to know your Engineers' criteria for labeling Hwy 380 as an F road. When I travel to Winco on the other side of 75, the trip during the day usually takes close to 15 minutes. This is approximately 9 miles from my house. I consider this acceptable. This entire project will not help in reducing auto traffic because most drivers who live in McKinney will not take the bypass as their destinations are on 380 itself. All this bypass will do is divert truck traffic that desires to either go through on 380 to Greenville or further east, or the trucks want to go north on 75. Hardly any trucks go south from 380 to 75. A major rethink is required on the necessity for this project and what the benefit will be in 8 years time, when it is finished. If this bypass does not elevate the rating of 380 to at least a B, then it is not worth it.
122	Dennis J. DeMattei	1/23/2021	Email	This is written to inform you of my support for the recommended orange alignment and my opposition for the section B gold and brown alignment sections. After many years of attending hearings I can not comprehend why TXDOT is proposing previously rejected alignments in areas where development of multiple schools and developments have commenced (SECTION B). Section B gold and brown is not the best proposal as it affects many residential units in Whitley Place with negative environmental impacts as well as strong opposition from the Town of Prosper. Poor planning by an adjacent city should not be the basis of evaluation of environmental impacts to a previously rejected alignment area. Thank you for your attention to this matter.
123	Dent Doctor	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
124	Diane Reynolds	2/2/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Sincerely, Diane Reynolds Tucker Hill
125	Dianne Brown	1/25/2021	Survey	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through its five Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380 to allow 380 room to expand. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. The new brown and gold alignments that have the new B segments that go through Prosper go through a School that is currently under construction, a Cemetery that will be built this year, and what looks like 4 different Residential neighborhoods. Not to mention it would still go close by Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will just because they complained more. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future, and only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much they can have Segment A, which was already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
126	Don & Lona Harris	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
127	Donna Austin	2/5/2021	Survey	I am totally opposed to the expansion of Hwy 380 into Prosper. People have moved here to avoid the noise, traffic, congestion that come with such development. The quiet peaceful environment we paid for dearly is already being impacted by the widening of our own city roads to accommodate our citizenry.
128	Dustin Marr	2/5/2021	Survey	with more remote work and technology advancement. find ways to keep 380 where it is. Also do not force you way through a town that does not want it and planned for 380 expansion. Other cities should not suffer for McKinney's Lack of planning
129	Dusty Vogelpohl	2/5/2021	Survey	I oppose Prosper land being used for any 380 bypass. Especially when proposed pathways affect new schools and neighborhoods.
130	Ed Singer	2/5/2021	Email	Stephen – I am totally against the 380 bypass coming through Prosper. The "B" route would be so close to the development of Lakewood of Brookhollow along with other developments. We built a home in 2020 and prior to building we contacted the city of Proper and they said the bypass would not even come close to the development it's going through McKinney. In addition you have a middle school that is very close to this area. This bypass would have a negative effect on the housing market for all these homes. The homes in this development are from $460-$650. If the state wants to buy my house that would be great. I believe the state should stay with the original plan on the bypass or totally walk away from this proposal. Thanks for your support & consideration.
131	Edward R Ducharme	2/1/2021	Survey	As a resident of Tucker Hill, the following represents my thoughts and desires. I support the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for your time and consideration Regards, Ed Ducharme
132	Edward Sommer	1/23/2021	Email	I drive 380 daily and the biggest problem with traffic flow are large trucks running 3 abreast. Not only does this disrupt traffic movement, it results in dangerous driving by passenger vehicles swerving in and out to get in front of the trucks. I would HIGHLY suggest that the corridor between Prosper and east 380 have truck laws that require any vehicle over 10,000 GVW MUST stay in the right lane only (unless turning left within ½ mile). This would leave two lanes open for Passenger traffic. It might also dissuade truckers from using 380 and finding another route for thru traffic. The second and more practical suggestion is to synchronize all of the traffic signals along the corridor to be green at a 45 MPH speed so traffic can maintain a fixed speed. Drivers will be motivated to keep their speed at a fixed rate knowing that the next signal will be green. Once the lights are synced it would be necessary to prevent any signal being tripped by entry roads onto or across 380 as it would disrupt the timing. Just think, driving from East McKinney to Prosper at a steady speed and without stopping. Environmental impact would improve since there will be fewer cars stopped and producing carbon gasses. Also would improve gas mileage by not stopping waiting for a light to change. Neither of these suggestions are expensive so I'd recommend a study to assess the impact of each. This will relieve the congestion immediately. The impact will open traffic to enter 380 and leave 380 in a shorter time frame thus reducing the number of cars on the road at any given time.
133	Edward Sommer	2/1/2021	Email	Dear Mr. Endres, As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Edward Sommer (805) 236-8811
134	Elizabeth Barrett	2/2/2021	Survey	I am Elizabeth Barrett and live at 1917 La Cima Dr. in McKinney TX. If the preferred changes are made regarding the US 380 EIS-Coit Road to FM 1827 as planned, our home will be enormously impacted due to the additional noise and pollution generated by the additional traffic. I wish that another alternative route could be chosen by TxDOT so the value of my home wouldn't decrease and I wouldn't have to move from the home I love and enjoy. Please consider an alternative for my welfare and that of my neighbors. Thanks!
135	Elizabeth Foster	2/5/2021	Survey	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
136	Ella, Dan, & Amber Block	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
137	Elon Reynolds	2/2/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
138	Emily Plummer	2/5/2021	Survey	I oppose the Brown and Gold Plan. Using the Outer Loop makes more sense.
139	Equine Rescue	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
140	Eric Nishimoto	2/5/2021	Survey	Are y'all insane even thinking about rerouting established thoroughfares through west Collin County? People and businesses have planned for years/decades around proposed/planned development (including us, doing more than due diligence 18 years ago re a good place to buy a home), and NOW you're trying to reroute? Where I came from that either indicates exceptionally poor public planning or govt officials on the take. God help us if this issue stems from one of these causes. Do NOT reroute the 380 commercial thoroughfare. You'll make the tolerable very, very bad.
141	Eric Sweet	1/30/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
142	Erik Gamborg	2/5/2021	Survey	I want to comment on the 380 bypass proposals. I live in the Timberridge community in McKinney, which is located along CR124 between Custer and Lake Forest. Because of where our neighborhood, and other nearby neighborhoods, private residences, and small, independent businesses are located, the best option would be the Green Build option, which would be to simply improve and widen the 380. This option would cause the least amount of upheaval for both businesses and residences. While I agree that Custer, Bloomdale, and Ridge ought to be widened for additional lanes in order to alleviate traffic along those roads, as well as provide additional travel options, putting the bypass through that area would destroy several neighborhoods and businesses. While the Gold and Brown options might be livable, the Purple and Blue would potentially go right through our neighborhood, and that's unacceptable, as eminent domain should never be used. Thank you very much for your time. I hope you will seriously consider the residents and business owners of our beautiful area. Sincerely, Erik Gamborg
143	Erik Gamborg	2/5/2021	Email	Good morning, Mr. Endres, I want to comment on the 380 bypass proposals. I live in the Timberridge community in McKinney, which is located along CR124 between Custer and Lake Forest. Because of where our neighborhood, and other nearby neighborhoods, private residences, and small, independent businesses are located, the best option would be the Green Build option, which would be to simply improve and widen the 380. This option would cause the least amount of upheaval for both businesses and residences. While I agree that Custer, Bloomdale, and Ridge ought to be widened for additional lanes in order to alleviate traffic along those roads, as well as provide additional travel options, putting the bypass through that area would destroy several neighborhoods and businesses. While the Gold and Brown options might be livable, the Purple and Blue would potentially go right through our neighborhood, and that's unacceptable, as eminent domain should never be used. Thank you very much for your time, Mr. Endres. I hope you will seriously consider the residents and business owners of our beautiful area. Sincerely, Erik Gamborg
144	Erin Roberts	2/5/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
145	Eugene, Kristen, Caryss, Aaron, Bethany, Haley, Stephen Haegenauer	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
146	Falk Family	2/5/2021	Survey	Only after purchasing in Willow Wood did we learn about this project. We were drawn to the area by the wildlife in the flood plains. It is disturbing that all but one option puts a highway on top of them. I wish you would consider an alternative if a bypass is built that distances the road way from the wetlands. The trash from 75 and 5 has already had an impact over the years. The feeling most of us have is that decision was made before this study even began. Raytheon's influence over the wetlands is scary. Texas wetlands need to be protected from corporations and greed. We cannot support a plan that goes along the Trinity River and Honey Creek versus fixing a highway in its place because Collin County and TxDot have ignored the problem since the 90's. Keep 380 on 380 and quit destroying the nature we have left in North Texas. Many of us avoided Tucker Hill and Stone Bridge because of existing 380. Its sad how their influence seems to prioritized over other citizens when they chose to move by the problem. McKinney refuses to build out planned road ways that travel east west hoping TxDot will build them for them. Only recently did they finally decide to start working on Bloomdale between 75 and Lake Forest which has been needed for some time. It also discourages us how McKinney has tried to bully the residents of Prosper. I am ashamed to live in McKinney.
147	Fareed Saba	2/5/2021	Survey	I do not want any highway bisecting Prosper in any fashion.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
148	Fond Memories	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
149	Frances van Tassell	2/4/2021	Email	Good evening, Stephen. To set the context of my comments, my property backs onto Highway 380, one mile east of Ohio and one mile west of Custer. My address is 13955 Red Oak Circle North, McKinney (or Frisco) 75071. On January 21, I reviewed all posted documents related to the 380 Freeway planning. I appreciate having so many specifics and details about the various aspects of the proposed project. Previously, I attended all in-person community information sessions. I am encouraged to see that plans are evolving to potentially curve the freeway northward prior to Custer Road. At the last in-person meeting, my neighbor and I were encouraged when we were told that there would be an attempt to expand 380 to freeway level on the north side of 380 directly behind our homes, rather than taking more of our property than was taken in previous expansions. I recognize that there are green space and water concerns directly north of my property so I'm hoping the bend in the freeway will occur in a way that protects that environment. I could not tell from the images whether the bend would occur directly behind my property or just a bit father east, toward Custer or west, toward Ohio. Naturally, my hope is that this proposed plan will not take more of my property, as I have lived here for over 20 years. Highway 380 was a two-lane road when I bought my one-acre property, which now is less than an acre due to the previous expansion. I encourage planners and leaders to move forward with this change in proposal for making 380 a freeway - bending toward the northeast before Custer Road. I ask that you consider the impact of taking more of the property for myself and my neighbors in Red Bud Estates, properties that back onto 380. We appreciate your leadership and any consideration of protecting what remains of our property. Thank you, Dr. Frances van Tassell
150	Fred Costa	1/25/2021	Email	I asked you who was behind the bypass options into Prosper. At this point, Stonebridge ranch and Tucker Hill interests pushing a bypass option into Prosper is harrassment. They assumed the risk for developing those subdivisions close to 380. It has already been decided that the western connection of the bypass is adjacent to Ridge Road. If McKinney wants a bypass, let them build it in McKinney. A simple field survey would tell you that the bypass options TxDot is proposing into Prosper is on top of a school, a subdivison, and off ramps into a cemetery. Does TxDot hate children? We already been through this, the last bypass into Prosper threatened a 501c charitable organization that helps children with disabilities. Now, TxDot threatens a school. Disgusting and revolting! I will raise this issue with my State Representative and State Senator. I will fight it every step of the way. You will never get it built,
151	Gail Wong	2/5/2021	Survey	I am in favor of B and E because it's less disruptive to my area in stonebridge ranch. I live within 1000 feet of the proposed freeway and will cause massive delays and traffic. B&E will be in undeveloped land and thus better for my community.
152	Gary and Melinda Pierce	1/22/2021	Email	We have viewed the Virtual Scoping meeting for US Hwy 380 and we have included our comments. Our residence is located in Walnut Grove near the intersection of Custer Road (FM2478) and US380. We are in favor of the Gold or Brown routes that places the bypass on the west side of Custer Road (FM2478), and we are opposed to all other alignments. Placing the bypass along either the Gold or Brown alignment (utilizing Segment B) will avoid displacing family homes between Custer Road and Ridge Road and businesses located at the intersections of US380 with Custer Road, Stonebridge Drive, Tremont, and Ridge Road. Segment B of the proposed US380 Bypass is located in mostly vacant space. TxDot has not entertained the possibility of using the Collin County Outer Loop as an alternative to the US380 Bypass allegedly due to the distance from the existing US380. However in Denton County, TxDOT is considering using the Outer Loop as a viable alternative for a segment of the bypass. We would be interested in knowing why this option is being considered for Denton County and not for Collin County. It would save taxpayers an enormous amount of money if the Outer Loop could be utilized as a part of the US380 bypass around McKinney. Regards, Gary and Melinda Pierce
153	Gary Davis	2/3/2021	Survey	It is disappointing to see in the proposed EIS that a "new" Option B has reappeared in the Gold and Brown options, one not necessarily seen in the feasibility study. The Town of Prosper has carefully planned and is smartly executing its master plan for thoroughfares, neighborhoods, schools, churches, businesses and other amenities. To consider yet another option which will cross Custer Rd and may impact a new and much needed charter school, planned developments such as Ladera (senior living) and Malabar Hills, the existing Whitley Place development, the Mane Gait therapy center, as well as existing and newly announced cemeteries seems to be an unnecessary exercise. The Prosper Town Council (and its citizenry) have consistently supported improving 380 on 380 within the town limits of Prosper. Numerous Council resolutions have made that clear. We do not pretend to know what is best for neighboring towns, that is for them to decide. The traffic issues along 380 in McKinney would appear to be largely due to the explosion of local businesses, medical facilities and neighborhoods along that thoroughfare. A bypass is not going to keep thousands from accessing those establishments every day. Admittedly McKinney is a high growth area (as are numerous neighboring cities) and rightly seeks to find solutions. To ask Prosper to help solve those local traffic issues by forcing through traffic (including interstate and interregional trucking) across what should be a vibrant part of east Prosper's future small town environment, is a foul. Within the city limits of Prosper, keep 380 on 380.
154	Gary Gibson	2/5/2021	Survey	My wife and I have lived at 1984 CR338 since 1998. Our dream home is to built here in February 2wks from now. At the last meeting we were told it wasn't coming this way. Everybody on 338 is heartbroken over possibly losing their property. There is a beautiful spring fed-creek, reservoir and pioneer cemetery that would have to be destroyed.. This is where the Old Bonham Road ran thru. I can't imagine choosing this way. Please choose an option that doesn' go down 338. Our futures are in your hands. Thanks f0r your consideration Gary and April G Gibson
155	Gary Pierce	1/23/2021	Email	I have reviewed the Virtual Scoping meeting for US Hwy 380 and I have comments that follow. My residence is located in Walnut Grove near the intersection of Custer Road (FM2478) and US380. Speaking as a stakeholder residing on the far western side of the city of McKinney, I am in favor of the proposed alignments that utilize Segment B defined in your TxDOT presentation and I oppose all other alignments. For the argument of implementing Segment B as opposed to the options that utilize the established US380 alignment east of Custer Rd, the benefit is that Segment B is routed through mostly vacant areas in the county and avoids displacing established homes and businesses located along US380 east of Custer Rd. On a second issue, Judge Chris Hill announced that the Collin County "Commissioners Court will consider and potentially vote on a resolution approving an alignment for the future US 380 bypass and authorizing county staff to immediately begin purchasing property along the approved route." As I gather, this purchase for the ROW is along the popular Red Route on your presentation. It appears to me as though the Collin County Commissioner's Court is attempting to force TxDOT to accept their preference for the location of the US380 Bypass rather than allowing TxDOT to decide the best alignment for the State and the Community. I do not know how the Commissioners acted on this resolution and I would like to understand how TxDOT would react to such a resolution. I am looking forward to your response.
156	Genevieve nguyen	2/5/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
157	George Reyna	1/22/2021	Email	We live at 1900 Meandering Way, McKinney, TX 75071. Which is across US 380 north of Raytheon. Over the past at least 10 years noise and air quality has continued to degrade at our property. Any of the alternatives/alignments still leaves our house exposed to environmental hazards. Approximately 20 years ago a car drove through our house and caused the death of a young girl. Fortunately we did not live here at the time, but we continue to have concerns over the increasing traffic accidents along US 380 next to our house. Our question is what does TxDOT plan to do about the environmental, traffic safety, noise and air quality which we are currently exposed to? Best Regards, George and Kathrine Reyna 1900 Meandering Way McKinney, TX 75071 972 849 8122
158	George Wysor	2/4/2021	Survey	TXDOT should remove proposed Brown and Gold bypass alternatives from consideration. 1) this would impinge on 2 new schools under construction in Prosper, 2) Prosper city council has repeatedly created resolutions to inform TXDOT that they are in no way interested or in support on ANY bypass poaching through its city limits, and 3) Mane Gait would have its mission to provide therapeutic services to disabled veterans and children negatively impacted. Mckinney needs to deal with the consequences of their poor planning, not push them to the community of Prosper that has painstakingly created and followed a detailed, forward looking development plan.
159	Gina Brown	2/5/2021	Survey	My answer to the above question is none of the above. (Response to the Texas Transportation Code, §201.811(a)(5)) question on the meeting survey.)
160	Ginger Murray	2/5/2021	Survey	The bypass running thru prosper is a bad deal for the town. 380 needs to stay on 380. My child will likely attend the new high school that is planned on First Street. I'd be scared everyday with a highway running next to it. The town is adamantly opposed to the new proposed routes. Thank you
161	Gladys Medina	2/5/2021	Survey	I opposed the construction of any bypass route for 380. When all of us moved north of 380, we made a conscious decision to not live that close to a highway. We were seeking to be far from the noise and air pollution as well as sought the peace that comes from living closer to the countryside. A bypass to 380 bisecting our communities will increase pollution and well as have a negative impact on crime rates in the area due to increased accessibility.
162	Gordon & Margaret O'Neal	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
163	Gordon O'neal	2/5/2021	Email	Mr. Endres: I am greatly concerned by the late addition of Alternate C to the 380 Bypass plan. As it is drawn at present, the bypass will completely destroy our property on CR 338 by taking out our house, my shop buildings, and a large part of our pastureland. Overall, the C portion will adversely affect more homes and farmland than the D route. The D portion of the bypass is bad enough because it will be close enough to our back property line (the East Fork of the Trinity River) that we will hear traffic. But at least the D segment is designed to stay on the West side of the East Fork. That open farmland where D will run never floods, while the east side of the Trinity floods multiple times every year. In addition, the point where C crosses the floodplain is a valuable wetland, home to deer, ducks, geese, hogs, and beavers. Crossing the wetland with a six-lane highway will destroy that habitat, as well as a large deciduous forest area. I hope as your engineers begin the environmental impact study that they will explore this wetland area when it is actually wet (November to June) and not during the summer drought. You will quickly see that the D route avoids most of the problem. Sincerely, Gordon O'Neal 2235 CR 338 McKinney, TX 75071 214-551-0709
164	Grady Prince	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
165	Graham Harvey (Bill)	1/21/2021	Survey	I would urge you to consider section B as opposed to section A. It looks to me that section B would have far less impact on existing business. It sure seems that Prosper rushed a development plan through for the land behind Lowes which is mostly vacant now. It also seems that Prosper wants the benefit of the freeway but doesn't want it in their town. Please consider plan B.
166	Grant Clarke	2/1/2021	Survey	I'm a 30+ year resident of McKinney and have seen tremendous growth across the community. I've always been in favor of infrastructure projects and progress that benefits the majority of residents economically and socially. This is the first project in all my long years in Collin County that the different developer interests and the cities involved are not aligned. Therefore the only path forward is for the the State of Texas and TxDOT to take the longer term 20+ year view, including both environmental and quality of life impact. This must be done without bias towards one city or the other. or special interests that serve only a small fraction who have financial interest in the outcomes. As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route.I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
167	Grant Mendeljian	2/5/2021	Comment Form	Mr. Endres, This email is to provide comments for the US 380 expansion project east of Coit Road. The public comment form is attached. I am a resident of Prosper and my office is located in McKinney. My family and I travel US 380 multiple times every day for both personal and professional business. These comments are focused on the scope of expansion within the area of Prosper, TX. Segment B (west of Custer Road) is completely unacceptable in all considerations. Multiple reasons including but not limited to residential development, K-12 school development, and the fact that the Town of Prosper has passed FIVE resolutions about the planned expansions…….are crystal clear about the appropriate expansion which should stay within the current alignment of US 380 in Prosper. We recognize the benefits of expanding US 380, and understand the desire to create an alternate route to avoid businesses in McKinney. Grant Mendeljian Resident of Prosper, TX
168	Greg Gordon	1/23/2021	Survey	If one of the key objectives is to improve the flow of traffic along the 380 corridor then Segment A will only exacerbate the current congestion at the Custer Rd intersection. Please strongly consider eliminating the A segement and in place use the B segment which will eliminate much of the car and heavy truck traffic issues associated with the 380 & Custer intersection.

Comment Number	Commenter Name	Date Received	Source	Comment Topic
169	Greg Routen	1/22/2021	Email	Good Evening, I wanted to reach out this evening to provide my opinion and overall thoughts as to why I oppose the new alternative B route that has been proposed. I am a current resident of Whitley Place in Prosper, and I've highlighted the general area of our house below. If this section were to be built, it would be less than a half of a mile from our house. My main concern is obviously the noise it would produce, especially with the fact that our home backs up to Wilson Creek. Custer Road goes directly over Wilson Creek, which I attempted to mark in black on the map. The current noise from the traffic on Custer carries down the creek, and can be rather loud at times. If a freeway were to be built here, I couldn't imagine the noise level it would produce for our house, as well as the many neighbors that live along the creek. Please take this into consideration when making a decision. I'm sure you're also aware of the current/future construction in this area of Prosper. This alternative B route is clearly directly in the way of the school that is currently being built, as well as the wonderful developments that Prosper has planned. Thank you for your time and please consider keeping 380 on 380.
170	Greg Spence	2/5/2021	Survey	Option A, affects a smaller amount of rich people in one neighborhood from Mckinney vs a much larger group of people and businesses that would be more negatively impacted if any other option were picked in Prosper which is a smaller town. The economic benefits would be useful for the entire area, but would be more easily off set from a larger town with larger economy. We believe that option A would be the beat solution for the most people with the smallest negative effects.
171	Greg Sweet	1/30/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
172	Greg Sweet	1/30/2021	Email	Mr. Endres As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
173	Heather	2/4/2021	Survey	Keep 380 on 380. Individuals and Businesses that purchased along 380, purchased knowing full well that they were doing so along a highway. The other proposed routes go through/along side homes and businesses that purchased away from 380, with the intent of not being on the highway, and shouldn't all of the sudden have a highway put in their "backyard" because those aforementioned groups don't want the highway to expand beyond its current state. Make the fair decision to all those involved and keep 380 where it is and expand it from there.
174	Heather Powell	1/24/2021	Email	My name is Heather Powell and I am a resident of Prosper and live in Whitley Place. Our family moved here from California 4 years ago and fell in love with the area of Prosper and the open space and slower moving traffic to raise our son. We looked intently in the Prosper area looking for a neighborhood that encompassed all the things that we lacked in California such high traffic, noise and overcrowding. We fell in love with Whitley Place. Our son Owen is able to ride his bike to school with out concern and with one day Owen becoming a driver I felt that Whitley Place and Prosper offered a safe environment. I am very concerned with the latest news that TxDot is considering putting a bypass just south of our neighborhood and taking away a lot of why we moved north of 380. We were getting away from the hustle and bustle of the high trafficked city roads and wanting a more relaxed driving environment. With that said hearing this news is heartbreaking on so many levels. If a bypass is approved for Prosper we will loose some of our home value, increased traffic through Prosper, our new high schools will be close to said by pass. I am not sure how aware you are that PISD has purchased land for 2 high schools near Whitley Place (one between Custer and Coit just off First Street and another at Custer and Prosper Trail). Furthermore, the land that is up for takeover is land that Land Plan had already made plans to build high end single family residences much like Whitley Place now and why we bought in Whitley Place to begin with. Also, there is a school named Founders currently under construction and the lovely Main Gait horse farm in close proximity. We would have never purchased this house if a bypass was ever to be considered for that property. The zoning for the land that is taken from Land Plan will most likely be re-zoned for commercial or high density which we would have never considered buying in Whitley Place if there was a chance we would be living next to high density or commercial in any capacity. I plead with you to please not pull Prosper in to this issue. This was a McKinney issue all along and Prosper planned for a 380 expansion and McKinney unfortunately did not. The amount of homes, schools and businesses that will be affected is mounting and if a Fix 380 on 380 option were picked no one will loose their homes. I hope you can hear me and understand what's really at stake here. Thank you for your time.
175	Heidi Pastore-Carter	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
176	Hilary esslinger	2/5/2021	Survey	Voting for Opt A
177	Holly Rudnick	2/5/2021	Survey	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
178	Iglesia Cristo La Unica Esperanza	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
179	J David & Karen Thompson	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
180	J David Thompson	2/4/2021	Survey	We have a small (46 acre) farm on FM 2933, and depending on the final route, could see our working farm (registered cattle, hay production, pecan production, and horse stable boarding) not just ruined, but destroyed by a 380 northern bypass. We have attended every public meeting, including TXDOT, Collin County Commissioners, and McKinney City Council concerning this project. I have repeatedly asked "where is the traffic study that documents the east-west travel on 380, and determines where the majority of that traffic goes - north on 75, south on 75 or 121(SRT), or further east on 380 or west on 380?" I have been referred to Mr Perge and Mr Robinson, but have never received a direct answer. Because we travel 380 almost every day, we know that most of the traffic converging on the 380/75 intersection heads south on 75 to Dallas or on 121(SRT) to Plano, Why a northern 380 bypass? Should not a 380 bypass be on the south side of McKinney? I fear this 380 bypass project has gone too far for intelligent revision, because I observe that the 380 North Bypass Route has become a political issue, and not a transportation issue. In general we oppose the considered "C" route on the east side, because it will obliterate farms, homes, and useful land; the "D" route through the flood plain will cost more, but will have far less impact on humans, homes, and on tax rolls (not a small economic impact over many years). The final route should especially respect the property of homeowners and landowners who live on their property, which should be prioritized over developers, absentee landlords, and NTMWD. The details of the final route will matter.
181	Jack Sumrall	1/23/2021	Survey	We are greatly encouraged by the Alternate Route B bypass proposal presented in the Scoping session Thursday. The bypass plans makes no sense if the west end uses the Red A alignment (from last year's proposal). Red A makes the whole bypass idea a farce. Why even have a bypass if so many homes, apartments, subdivisions and businesses would be impacted with the Red A proposal for the west alignment of the bypass? TxDOT's own studies showed a far less impact on homes and businesses, plus a significant cost reduction, using the Red B alignment over the Red A. It appears from the maps shown in the presentation that the Alternate Route B (brown or gold) would have even less impact. We enthusiastically support the Route B proposal. Sincerely, Jack and Suzy Sumrall 7404 Province St. McKinney, TX 75071 (214)592-9372
182	Jack Sumrall	1/23/2021	Email	We are greatly encouraged by the Alternate Route B bypass proposal presented in the Scoping session Thursday. The bypass plans makes no sense if the west end uses the Red A alignment (from last year's proposal). Red A makes the whole bypass idea a farce. Why even have a bypass if so many homes, apartments, subdivisions and businesses would be impacted with the Red A proposal for the west alignment of the bypass? TxDOT's own studies showed a far less impact on homes and businesses, plus a significant cost reduction, using the Red B alignment over the Red A. It appears from the maps shown in the presentation that the Alternate Route B (brown or gold) would have even less impact. We enthusiastically support the Route B proposal.
183	Jackson Hurst	1/22/2021	Survey	The build alternative that I think should move forward for the US 380 Environmental Impact Statement (EIS) Project is the Brown Build Alternative. The reason for this is because the Brown Build Alternative avoids major neighborhoods along US 380 and avoids the east fork of the Trinty River.
184	Jackson Wysor	2/4/2021	Survey	No to any bypass through Prosper. It would negativity impact new Prosper schools under construction and the Mane Gait therapy ranch.
185	James Jones	1/26/2021	Email	I enthusiastically support plan B proposal. I live in Wren Creek off of Stonebridge, back of my house is directly on 380 across from the entrance into Tucker Hill. I believe the best plan is the Coit Rd. Plan. Thank You for all you do. Sincerely James Jones Wren Creek McKinney 75071
186	James Levins	1/31/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. E198 Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
187	James Norbury	2/5/2021	Survey	The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. The Environmental Review made no reference of the health effects to nearby residents to the 380 bypass including air pollution, noise pollution, and particulate matter exposure. The Founders Classical Academy which is being built on the southwest corner of First Street and Custer Road in Prosper is a Texas State Charter K-12 Public School. This school is in direct conflict with the proposed Brown and Gold alternatives. The new Prosper ISD High School is scheduled to begin construction later this year and the Brown and Gold bypass alternatives would have a significant negative effect on the the traffic patterns for this high school as well. ManeGait which is located on Custer Road will also be environmentally impacted by the Brown and Gold bypass alternatives. ManeGait provides therapeutic services to adults and children with disabilities. Again, the Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Thank you.
188	James W. Bodiford	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
189	James Williams	2/5/2021	Survey	Without a doubt, if a 380 bypass is forced on Prosper by TXDOT, the results will negatively impact Prosper's stellar planning from years past and current years, when it came to understanding the future of Highway 380 and the inevitable expansion. McKinney chose to ignore that planning process and now faces many issues in McKinney along 380. Prosper is a small community that is growing rapidly because its government officials and staff know how to "take care of business". Please don't destroy Prosper by allowing McKinney to shed its mistakes on to Prosper. You chose the correct bypass last year, but are now waffling. That is never a good thing for an agency like TXDOT. Good luck in your pursuit of the "right thing to do".
190	Jamie Reed	2/5/2021	Survey	I strongly oppose the idea of bringing the 380 bypass up through prosper!!!!!
191	Jana Horowitz	1/25/2021	Survey	Hello TXDOT. Commenting to convey strong opposition to the new Red B and E routes through Prosper. We support the current proffered Red A alignment as chosen in 2018. Choosing Red Route B or E through Prosper disrupts many protected entities - be it a existing cemetery that is expanding, plans for a crematorium, a private school currently under construction, many new homes/subdivisions (some 55 and up protected communities), a second school etc. Please respect that Prosper homeowners never bought their homes with any inclination that a freeway would be built close by ruining their property/resale values, disrupting their way of life in terms of noise and air pollution, having our children in school so close to these dangerous freeways (that could possibly be elevated I'm reading). Our Prosper town council (as you know) has adopted now 5 resolutions against a bypass in our town. We are landlocked in Prosper with only 27 square miles. That land is valuable to us for property tax revenues etc...Please do not let McKinney's failure to plan their freeways punish Prosper residents. Our small, beloved city should have the right to charter its own future with income generating buildings on that land verses a freeway that disrupts many homeowners way of life and generates no income for our already small city. Please consider leaving Prosper out of any future freeway plans as the town council and residents have made their stance against it abundantly clear (for what that's worth). Just because a neighboring city continues to bully our smaller city, is not a good enough reason to shift it to our land disrupting our plans. Thank you for your consideration.
192	Jane Damon	2/5/2021	Survey	I agree with the Town of Prosper. Do not use the bypass routes. Schools and businesses would be impacted. It would be best, as suggested, to do the limited access route on Hwy 380 as originally proposed.
193	Janel Duvall	2/4/2021	Survey	I do not agree with any alignment that veers off of current 380 path, this should be treated like SH 121 and widen 380 and build an elevated freeway and add side roads to minimize impact to development in prosper

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
194	Janet Anders	1/22/2021	Email	Mr. Endres, We have just finished viewing the Virtual Scoping meeting for US Hwy 380. Please accept this as our comment on the project. We are opposed to the Gold or Brown routes that put the bypass on the west side of Custer (2478). Placing the bypass to the west and then north of Walnut Grove would put our neighborhood in a position of being surrounded by highway on three sides with the bypass just west of us, then north of us, and "business 380" to the south. The air quality and noise would impact the quality of life we chose when we purchased our home. Another thought is that we have been told by TxDot that the Outer Loop cannot be considered as an alternative due to the distance from the existing 380. However, in Denton County you are considering utilizing the Outer Loop as a viable alternative for a segment of the bypass. We would be interested in knowing why it is feasible for Denton County and not for Collin County. It seems that it would save taxpayers an enormous amount of money if we could utilize the Outer Loop. Kind regards, Tim and Janet Anders
195	Jason	2/5/2021	Survey	I oppose any bypass through Prosper. It will destroy and already constructed school, an age restricted neighborhood and a cemetery. Shame on TXDOT for allowing the poor planning of community to try and effect the future of another Town. Keep 380 on 380 - at least through Prosper. Not saying there shouldn't be an outer loop! But not cutting through the Prosper.
196	Jason Blake	2/5/2021	Survey	I am opposed to the brown and gold route. It goes over the tip of my family home and soccer fileld and barn and playground and several 100 year old oak trees. This is my home not just a house. My family spends special time gathering here together and with friends and you are taking it from me. It's not right. I don't want to move.
197	Jason Brown	1/25/2021	Survey	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through its five Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380 to allow 380 room to expand. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. The new brown and gold alignments that have the new B Segments that go through Prosper go through a Private School that is currently under construction, a Cemetery that will be built this year, and what looks like 4 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still go close by Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will just because they complained louder. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future, and only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much they can have Segment A, which was already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.
198	Jason Kirkpatrick	1/31/2021	Voicemail	Hello my name is Jason Kirkpatrick at 2414 Riverview Drive in McKinney Texas. ZIP Code 75071 and my phone number is 214-709-7737. Wanted to first say thank you to everyone who's involved in this project in my opinion the need is great and the challenges are great as well so thank you for everyone who's involved in this effort to attempt to make traffic along that stretch better. It certainly does seem to get an "F" rating as far as how well it's doing in moving traffic especially during peak times. My only other two comments were to say that I think that the challenges that would be with the green alignment, simply improving the existing roadway and right of way are too many and that the idea of additional roadway such as in the blue, gold, purple, and brown alignment versus the green, blue, gold, purple, and brown I think are better than green because of how many people would have to be displaced if the roadway was to be widend. Also I've driven around Loop 288 I believe is the name of the road around Denton Texas and that's worked very well to move traffic around 380. Although I know there are more challenges around McKinney as far as people living there. My last comment was between the blue, gold, purple, and brown sections whatever does the best job for the people in the area. I know they are other considerations as well but whatever does the best job for the people and for the cost that's what should be looks to and I think that that one of those alternatives whichever works best for everyone involved is what should be chosen. Thank you.
199	Javier Castro	2/5/2021	Survey	The Reb B Route and Red E Route are unacceptable options! No! Keep 380 on 380!
200	Jay Ashmore	1/31/2021	Survey/Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Jay Ashmore 214-477-9275
201	Jeannie Jung	2/4/2021	Survey	The 380 loops should not run through Prosper limits. I have been attending the meeting for the 380 loop for almost 4 years, and the Red route A going through McKinney seemed to be the chosen route. Once again, McKinney is trying to push the route into Prosper. There are 2 schools being built in the proposed areas. 2 cemeteries are in that area and a creek running through that portion of Prosper. The area needs to be preserved and developed according to Prosper city guidelines, not McKinney's whims for a neighboring city.
202	Jeff & Aubrey Kennedy	2/3/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. "TxDOT's recommended alignment was based on the data collected during the Feasibility" (01/21/2021 Scoping Mtg.). There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks."
203	Jeff Eicher	2/5/2021	Survey	It seems that the new "B" route not only eliminates a nice house and property immediately east of Custer Rd, but would also subject Mane Gait to highway noise, which might negatively impact the effectiveness of Main Gait's therapeutic services.
204	Jennifer Lutes	2/5/2021	Survey	I am against expanding the bypass into Prosper. Prosper Town Council has given more than 5 resolutions stating they are against this bypass coming through. This should be clear to the people making the decision this is not wanted. If Red Route B or E are chosen, this will impact Prosper negatively by increasing traffic through a residential area with 2 schools in them. This will be dangerous for our high school students who are new drivers. Right now, these drivers can avoid all highways to get to these schools. These routes will increase noise to our local neighborhoods, cause more air pollution, decreased safety and possible lowering of property values. Please keep the road where it was originally intended to be, in McKinney, NOT Prosper.
205	Jennifer Murley	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
206	Jennifer Reynolds	2/5/2021	Survey	I do not believe that Prosper should take the burden caused by another cities development along 380. The relief should happen in their city. This will affect Prosper negatively(noise, rise in traffic, decreased safety) at a time when a lot of families are moving to the area b/c of all the positives it brings.
207	Jenny Ahlemeyer	2/5/2021	Email	Mr. Endres, I am extremely opposed to the proposed 380 realignment East of Custer Road, along with my Stonebridge Ranch neighborhood and the entire city of McKinney. This option will cause a large, unsightly interchange to be constructed just North of the Stonebridge Ranch villages of Wren Creek, where I live, and Kensington and LaCima. It will destroy the beauty of our neighborhoods and town! It will bring a significant increase in traffic through family friendly Stonebridge Ranch, and depress property values for families living in neighborhoods like my own adjacent to US 380. We chose to relocate here 3 years ago for the beauty, family friendly community, and premier schools, all of which will be negatively impacted by a large interchange. I implore you to realign 380 beginning East of Coit Road and West of Custer Road, as supported by the entire City of McKinney. Thank you for your consideration. Jenny Ahlemeyer

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
208	Jeremiah Cook	1/25/2021	Email	I moved to the Whitley Place neighborhood adjacent to Custer and 1st street in Prosper. We purchased our home in 2018. We have loved living in prosper since 2012 and our new home since 2018. I can not more vehemently oppose your current plan of constructing the 380 bypass just south of our home. The whole reason why we moved to this area of prosper was, that prosper had planned out the future for a new high school parks and roads all of which none included the proposed 380 bypass route. I drive on 380 every day and can deal with traffic and congestion. if the only way to manage the congestion is construct a freeway just south of our home, then I don't want it and can deal with the traffic every day. I have gone to numerous town meetings and also relayed my concerns to them. Please avoid constructing a 380 alternative in prosper.
209	Jessica Garcia	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
210	Jessica Stockton	2/4/2021	Survey	I am writing to express my opposition to any proposal of the 380 Bypass that would require the town of Prosper and its residents to accept a highway (or any manner of road) being built within our town limits. As a Prosper resident, I rely on my ability to vote on town matters, but this issue has been taken out of our town council members' hands. To continue with a plan that would stick the town of Prosper with the bypass would be a major intrusion of our normal processes, as well as a serious safety hazard to current and future residents. I urge you to take the safety of our young drivers into consideration, as well as the impact this will have on established plans that were created by, for, and with the approval of Prosper residents and acting town council.
211	Jill Nugent	1/31/2021	Survey	I have reviewed the Virtual Scoping meeting for US Hwy 380. Please accept the below statement as my comment on the project. I, along with my Town of Prosper Leadership, strongly oppose the Gold and the Brown routes that depict the placement of a bypass highway cutting through the west side of Custer Road, also known as FM 2478. The Town of Prosper Leadership, fellow residents, Prosper ISD, and Prosper ISD's Leadership all stand united against suggested bypass routes that depict an unplanned highway crossing over the Town of Prosper's eastern boundary line, and cutting into the Town of Prosper, as these depictions directly violate our Town of Prosper's responsible planning for our shared future. The Town of Prosper has painstakingly planned for the future and the bypass is not congruent with Prosper's plans for the future. Prosper responsibly planned to accommodate 380's expansion from its current footprint, in the current alignment on the southern boundary of Prosper. The geographic size of Prosper is much smaller than that of McKinney. Prosper's land area is roughly 25 square miles- in comparison the size of McKinney is nearly 70 square miles- McKinney is more than double, (and nearly triple) the size of Prosper in land area. The City of McKinney needs to stay in their lane and address wants, desires, decisions, and issues with 380's future within the geographic limits of the City of McKinney. Do not ask the geographically smaller Town of Prosper that has gone through painstaking, responsible, thoughtful, collaborative planning for the future, to absorb issues of the much larger geographically sized City of McKinney. McKinney needs to address its wants and needs regarding the future of 380 within its City of McKinney boundaries. The Town of Prosper Leadership have already shared strong opposition to any bypass into the Town of Prosper. At the time of this writing (January 2021), the Town of Prosper has already had to respond five times to suggestions of an unplanned bypass highway route into its geographic boundaries. Each time, the response has been united, universal, and strongly opposed to the route suggestions of an unplanned bypass highway cutting into the Town of Prosper. Negative impacts of the Brown and Gold routes include a violation of our Town's community vision, painstaking planning and goals, as well as increased noise, along with negative impacts to air quality. The recent 2017 funded study from The Perryman Group (TPG) supported 380 staying in its current alignment for a multitude of justified, logical, and fiscal reasons (TPG, 2017). The Gold and Brown routes involve an unnecessary waste of fiscal resources, deviate from recommendations, and stand in direct violation to Prosper's planned future land use. I support the 380 alignment in its current footprint as depicted by the green route. The shortest distance between two points is a straight line, and 380 serves us well in that way. Additionally as a driver of 380, I prefer 380 in its current footprint, in its current alignment. I would not use a bypass, as it would not efficiently transport me to where I would need to go. 380 in its current alignment does that. The current alignment of 380 will have less impact on families, lives, planned developments, planned land use, planned roadways, current and future schools (private and public), and the environment; and finally, keeping 380 on 380 preserves the commitment and painstaking planning of the existing Town of Prosper plans. I implore you to listen to the Town of Prosper Leadership, Prosper ISD, and the residents of Prosper- we do not want a bypass cutting into the Town of Prosper- we have planned for the future, and are ready to grow 380 along its current alignment. If the City of McKinney is advocating for a bypass of 380 that deviates from its current alignment, then the City of McKinney needs to address the accommodation of this deviation within its own boundary- within its own City limits. I, along with my Town of Prosper Leadership, strongly oppose the Gold and the Brown routes that depict the placement of a bypass highway cutting through the west side of Custer Road, also known as FM 2478. Jill Nugent 24 Grindstone, Dr. Prosper, Texas 75078 Collin County Texas
212	Jim Mason	1/23/2021	Survey	FYI - the Endres email provided bounces every time I try. Good morning! I was hoping you could help me better understand the entire situation. As you're well aware, none of the identified options are absent strong opposition. It just seems that if the true issue here is congestion along 380, that the current approach is in need of its own "bypass", as it is already a project that history will use as a strong exhibit for Texas' failed approach to transportation. This has disaster and tax-payer waste written all over it, and it's beyond obvious. So, if the 380 corridor needs capacity, why not let the cities continue making the east/west arterial connections north of 380 (Wilmeth, Bloomdale, etc.) and make the 75-to-Custer connection of the Outer Loop a bigger priority? The only reason 380 is a parking lot today is because no other east/west alternative exists. There are many arterials already planned, so why the bypass? Just seems redundant to the Outer Loop and wasteful. The University Drive option would wipe McKinney off the map. What TxDOT should be doing is discovering the next east/west freeway. If they're roughly every 5 miles, then 5 miles north of the Outer Loop would be the Marilee / County Line road area in north Celina. That's transportation planning. This bypass exercise is just punitive, illogical, and reactionary. 380 should've been reserved back in the 80s if TXDOT wanted a limited access freeway there. Horse is out of the barn. Too late. Acknowledge that and move on. Seriously, I bet you would receive great positive feedback if the official response was to strongly encourage cities to build those east/west arterials and to focus on the Outer Loop. Anyway, just trying to understand better, as the bypass project seems to be the making of the biggest transportation mistake in decades.
213	Jim Parker	1/30/2021	Email	There is much that you can do to relieve traffic on US380! I suggest that you prioritize making traffic on US380 run as smoothly as possible, suggestions: • Synchronize the lights on US380 to maximize traffic throughput – currently the lights appear to be synchronized to slow traffic down…that is once the light turns green then the next light appears to turn red just to slow traffic down – this needs to end now! Frequently driving late at night or very early in the morning, (aka ~3am), the light will turn red w/o any cars in the other lanes of traffic – why? • No left turns nor crossovers unless the car is at a stop light! Example: in NY, NY, CA, etc. they've eliminated left turns unless the car is in a left turn lane at a light. There is too much traffic to allow someone to exit the Best Buy Parking lot (US380 & near 75) and make a left hand turn across traffic! • Make the right turn and left turn lanes much, much longer – you really need to get vehicles off of US380 as expediently and safely as possible to free up traffic flow! • Widen US380 – NOW!!! Now my suggestions to relieve traffic throughout McKinney, aside from synchronizing the lights… • All roads that bisect 75 need to be 6 lanes of traffic as the more traffic that you can offload to other roads the better and each road that bisect 75 needs to be extended to major throughfares! I frequently take the White road exit, (4 lanes), but it ends at Lake Forest. Bloomdale (4 lanes) traveling West travels through a school zone and then it becomes hell on wheels w/lots'o pot holes and it doesn't have a viable shoulder. Why have they not made this road wider with a viable shoulder? FYI: I refuse to drive this road at night as I feel it is not safe!!! • I live in the Heatherwood subdivision (Lake Forest & Bloomdale) and am not happy with a proposed large bypass adjacent to my home, but feel this and other improvements are necessary in order to allow our communities to grow and flourish. I feel once you've improved traffic flow on US380 the problem will be solved but agree that ALL of the roads that bisect 75 need to be expanded and improved! Best Regards, Jim Parker jim_parker@juno.com
214	Jim Taliaferro	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
215	Jim Taylor	2/1/2021	Email	This email 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 resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Jim Taylor 2501 Pearl St McLinney, TX 75071
216	Jimmy Huynh	2/5/2021	Survey	I oppose Alignment B. Prosper should not be forced to divide our town due to McKinney's lack of planning.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
217	Jimmy Sullivan	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
218	Joan Bishop	1/30/2021	Survey	New option B route please. Joan Bishop, McKinney TX
219	Joanne Thompson	2/3/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
220	Jodi Barse	2/5/2021	Survey	This will not only decrease the value of our homes, but bring more noise/air pollution and unwanted safety issues for our children!! Absolutely am against this!!
221	Jodi Sievers	1/21/2021	Survey	I think we should stay with the TX DOTs recommended alignment based of the study. I am a prosper resident and specifically want options "A" for the alignment through prosper.
222	Jody Sullivan	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
223	Jody Vidrine	2/5/2021	Survey	I am 100% opposed to a bypass running through any part of Prosper. We moved to Prosper for a quieter and more peaceful lifestyle. A major highway running through our town is unacceptable!
224	Joelle Luckock	2/5/2021	Survey	I am opposed to a 380 expansion route through Prosper. The proposed route comes too close to planned schools and is a driving hazard for the students in the area.
224	John	2/5/2021	Survey	Please do not select the path that is between Lakewood and Custer Road. We are building our empty nester home right now. We wouldn't have built there if the highway was planned to cut close to our neighborhood.
225	John & Kathy Reyes	2/4/2021	Survey	Currently reside in Windsong Ranch both my wife Kathy Reyes and myself are steadfastly opposed to any alternative roads be built on the Town of Prosper land within it's city limits. Their was an agreement with TXDOT and future road building proposed in 2018. We want that agreement to remain intact. TXDOT runs the risk of potential new homebuyers not wanting to move to new homes in Prosper, why, fear a road could go through their homes,
226	John Fernandez	1/22/2021	Survey	My family moved to McKinney in late 2015. One of our main reasons for choosing where we live was the proximity to US-380, however, we wanted a buffer between this highway and our home. Since we first heard about the possibility of a bypass in January/February of 2017, we have been actively participating in the public feedback opportunities regarding the US-380 bypass. We have seen the City continually allow businesses to expand along US-380, knowing that there was a "storm on the horizon" associated with how to address US-380 and the growing county. Four years later, and we feel like we have wasted much time, as all current options suggested by TXDOT run within 300 feet of our front door. Nothing is more frustrating than doing our civic duty in providing feedback to our government entities, only to continually hear the same presentation from McKinney and TXDOT that a highway/freeway will be located adjacent to our front doorstep in the near future. This affects our home value, our neighborhood, and the prosperity that we strive to maintain living in the great State of Texas. After this presentation, all that we ask is that TXDOT determine as quickly as possible where this bypass will be located, so that we can make the necessary plans to relocate and avoid living next to this cursed bypass that should have been planned decades ago before all the development was green-lighted by our City. It's frustrating to hear TXDOT's concern with those who live next to an EXISTING State Highway but have zero empathy for those who chose to spend a great deal of money on a home a few miles away from this same highway. Our number one investment is our home, and we are already seeing appraisals and valuations of our home increasing at a lesser rate than those homes nearby that do not have the concerns of a highway being built "next door". Realtors are telling us to move now before it is too late, but until we know where this bypass will be located, we cannot make that decision just yet. Home lots are still being sold today that will be just as close, if not closer, to this bypass, which is completely irresponsible. It is frustrating that other homes in the area continue to benefit from being located in one of the most affluent and fastest growing areas in the Nation, and our home's value is basically destined to be stagnant or even devalued in the near future, which we regularly communicated during these past four years with TXDOT, the City, and the County. Please understand that we agree that the County needs improvements to its current arterial infrastructure. It is disappointing that after the number of hours spent providing feedback, we are in no different situation than if we simply opted to ignore the public feedback requests and wait to see the construction equipment arrive. We will continue to echo what we have said for nearly four years, "Keep 380 on 380".
227	John J Capobianco	2/2/2021	Survey	To: Mr. Stephen Endres Dear Sir: I am a resident of Tucker Hill, and my wife and I are in support of the new Option B route (Gold or Brown Alignment) from the scoping meeting presentation (Jan 24, 2021). Option B seems to present the best choice when considering both cost of the project and disruption of homeowners, businesses, and residents. Also, if it has not been completely ruled out already, the Option B that was previously presented should continue to be considered as well. In the 380 scoping meeting presentation, you also requested feedback regarding the EIS that is under way: 1) We have very serious concerns about the likelihood of significant air and noise pollution in Tucker Hill should Option A be selected. We request that significantly more stringent and expansive methodologies should be brought to bear upon studying this issue than those currently in use. In the event that, following such stringent studies, Option A is selected, then we would like to see mitigation efforts put in place to protect the residents of Tucker Hill. In addition, we would need a second entrance and exit to be constructed for Tucker Hill before any construction activities begin. 2) There would also appear to be significant concerns with the three dams (two north of Hwy 380 and one south of 380 and just west of Stonebridge Drive) that will impact Option A, should it be selected. The area around Lake La Cima and its outflow waterway (shown on the environmental constraint map) appears to present significant challenges to the plan for a depressed highway in the vicinity of the entrance to Tucker Hill. If the depressed highway option proves untenable, then an alternate route must be considered. 3) Continuing to study the expansion of Hwy 380 to be a limited-access freeway through McKinney should be discontinued ASAP and allocation of taxpayer dollars toward the effort should stop. This option has been strongly and overwhelmingly opposed by both Raytheon and McKinney residents, and there would seem to be no evidence to support this route as a viable option. Thank you for considering our concerns and for providing us with a forum to do so! Sincerely - John & Bonni Capobianco Tucker Hill Homeowners
228	John Nugent	1/22/2021	Survey	I have just finished viewing the Virtual Scoping meeting for US Hwy 380. Please accept this as my comments on the project. 1)I agree with the Collin County Commissioners on the rerouting of Hwy 380 as previously stated by the Commissioners. 2)I AM opposed to the Gold or Brown routes that put the bypass on the west side of Custer (CR 2478). Placing the bypass to the west and then north of Walnut Grove puts our Walnut Grove neighborhood in a position of being surrounded by highways on three sides, with the bypass just west of us, then north of us, and "business 380" to the south. The air quality and noise would impact the quality of life we chose when we purchased our property, and 3) We have abundant wildlife that lives on or crosses our 20 acre property daily. Surely the encirclement of our community by Gold or Brown routes will materially and negatively impact such wildlife and flies in the face of McKinney's "Unique by Nature" motto. Another great thought raised by a neighbor is that we have been told by TxDot that the Outer Loop cannot be considered as an alternative route due to its distance from the existing Hwy 380. However, in Denton County you are considering utilizing its Outer Loop as a viable alternative for a segment of the Hwy 380 bypass in that area. I would be interested in knowing why it is feasible for Denton County and not for Collin County to utilize its bypass. It seems that it would save taxpayers an enormous amount of money if we could utilize the Outer Loop north of McKinney. Respectfully submitted, Dr. John H. Nugent, LLM, CPA, CFE, CISM, FCPA 2469 CR 855 McKinney, TX 75071-6870 (214) 682-8025
229	John Sievers	2/5/2021	Survey	I am in favor of keeping the original alignment "A" but not the new suggestion "B"
230	JOHN STEPHEN De MATTEI	2/3/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks."

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
231	Johnnie Fisher	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
232	Johnny Petway	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
233	Jon and Sam Bolen	1/31/2021	Email	Mr. Endres: As a long-time residents of Tucker Hill, please let this be our official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of the options considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. We have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. We also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. We request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. We request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Very Best Regards, Jon and Sam Bolen
234	Jon Dell'Antonia	2/1/2021	Email	To: Mr. Stephen.Endres@txdot.gov As President of the Board of Directors of Stonebridge Ranch Community Association, I represent our Board of Directors. We were elected to make decisions that are in the best interest of the 9,417 homes in Stonebridge Ranch and its 36,000 McKinney residents. In a unanimous vote of the Board of Directors of Stonebridge Ranch on behalf of our Associations homeowners, we hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January 21, 2021 and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route option of all of those considered. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. We have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map that indicates the area around Lake La Cima and its outflow water way on the map should prove to be a significant challenge for a potential depressed highway in that area. This problem alone should provide sufficient reason to choose an alternative route further North of 380. We also have significant concerns about air and noise pollution both during and after construction if option A were to be pursued. Failure to consider and employ the most stringent standards in these areas would have a significant detrimental impact on the health and safety of thousands of Stonebridge Ranch residents living in close proximity to 380. 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
235	Jonny Galan	2/2/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
236	Jonny Galen	2/2/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
237	Joseph & Mary Borchard	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
238	Joseph & Mary Borchard	2/5/2021	Email	Hello, We wish to voice our opposition to segment C on the Blue and Brown alternatives of the 380 Bypass routes. Though this graphic shows the route just touching a corner or our property, it passes very close to or through the homes of several of our neighbors. We could however support segment D on the purple and gold routes. This segment appears to displace fewer homes. http://www.keepitmovingdallas.com/sites/default/files/docs/0135-02-065%20etc_US380_Roll%20Plot%201.15.2021.pdf \\\is Sincerely, Joseph and Mary Borchard 469-667-0315 2161 Borchard Trail McKinney, TX 75071 - physical address Mailing address: PO Box 354 McKinney, TX 75070
239	Joseph Vicario	1/23/2021	Survey	I strongly favor Alternative B over Alternative A. Alternative B (west of Custer Rd. would have a much lesser impact on existing residential neighborhoods and would align more closely with existing commercial intersection at Custer and 380.
240	Josh Brown	1/25/2021	Survey	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through its five Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380 to allow 380 room to expand. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. The new brown and gold alignments that have the new B Segments that go through Prosper go through a Private School that is currently under construction, a Cemetery that will be built this year, and what looks like 4 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still go close by Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future, and only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much they can have Segment A, which was already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.
241	Josh Kleen	2/4/2021	Survey	I fully support the need to expand US380 and create a new multi-lane divided highway. However, the Town of Prosper has rightfully aligned their town and neighborhood plans to keep US380 on the current footprint of the existing road. Prosper ISD has done so as well. I strongly oppose any alternative that would move US380 from its existing footprint through Prosper because of the negative economic impact it would have on the existing communities, schools, business and other property owners and users in the Town of Prosper. Prosper was forward thinking in planning for the growth of US380 and is fully ready to support that growth on the existing footprint. Any other alternative that physically divides the Town of Prosper, only benefits those outside of Prosper and should not be considered, supported, or approved.
242	Joyce Castle	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
243	Joyce Hill	2/3/2021	Email	I reside in Stonebridge Ranch, in the village of Kensington, and my home backs to US 380. I viewed the virtual 1/21/21 scoping meeting. I have attended public meetings and will continue to attend future meetings. I absolutely oppose the widening of Highway 380 (the Green Alignment) and bypass option Red-A. I support the adoption of the Gold or Brown alternative routes.
244	Judson Jones	2/4/2021	Survey	I am writing to state my opposition to any US 380 bypass that would be built within the Town of Prosper city limits, including the Brown and Gold alternatives. I live in the Whitley Place neighborhood near 1st Street and Custer. I have lived here for the last 9 years, and in the Plano/Frisco/Prosper area for the last 20 years. I have seen this area grow and understand the need for road improvements to support the growth. We chose our current house due to a number of factors, including the proper planning for future growth of 380. Our neighborhood is properly set back from 380 to allow all of the expansion needed for the foreseeable future. In our housing search, we also ruled out certain neighborhoods that we felt were built too close to 380. It is no secret that 380 would need to be improved at some point, just like all of the other major east west roadways have in the north Dallas area including 635, and 121. Now I understand that those neighborhoods, and the city of Mckinney, are pushing to move the 380 bypass close to my neighborhood due to their lack of planning and foresight. Not only would the 380 bypass impact the existing housing in this area, it would also impact developments already underway including the Founders Academy currently under construction, along with additional construction in adjacent properties and the planned High School #4 for Prosper where my daughter will one day attend. Please do not let another city push their issues onto Prosper and impact our home values, developments, and quality of life due to their lack of vision and planning.
245	Julian Kelly	2/4/2021	Survey	I strongly oppose red routes B and E that directly effects Prosper. Red route B directly effects me and would potentially have a negative effect on my home value. This is McKinney's issue and any route should pass through their city. Thank you.
246	Julianne Brown	1/25/2021	Survey	In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through its five Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380 to allow 380 room to expand. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. The new brown and gold alignments that have the new B Segments that go through Prosper go through a Private School that is currently under construction, a Cemetery that will be built this year, and what looks like 4 different Residential neighborhoods, and close to a new Prosper ISD High School. Not to mention the B Segments would still go close by Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will just because they complained more. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future, and only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much they can have Segment A, which was already approved by TxDOT. However, my personal vote is to keep 380 on 380 on Segment F.
247	Julie akian	2/4/2021	Survey	Yes to route A. No to route B and E.
248	Justin Velez	2/5/2021	Survey	I do not support any bypass through Prosper off 380..It will destroy the town's economic landscape, property value and environmental plans. I live I. Whitley Place. Will you pay me reparations if you build it through Prosper? How about the town and all citizens. Additionally, schools, housing developments and shopping districts are in build or will shortly. Do not destroy these significant Prosper industries. This is McKinney's negligence for ignoring the growth responsibilities. If a bypass is needed West of 75, it should be kept on 380 or within the Mckinney city limits. Space and creative solutions exist. Stop involving Prosper in McKinney's problem. Prosper left the space required through its city limits on 380. Keep 380 on 380.
249	JV and Son's Upholstery	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
250	Kaitlyn Stroud	2/5/2021	Survey	The Brown and Gold Bypasses should be removed from consideration as a bypass route due to current construction and proposed or planned projects that would present as an obstacle for these routes. Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. In addition to the school, the expansion of an existing cemetery, and development of residential areas west of Custer road present as barriers to the Gold and Brown routes.
251	Kandia Chastain	2/4/2021	Survey	I'm a Prosper resident. I moved away from Frisco and McKinney seeking to keep away from so much noise traffic and pollution. I OPPOSE the US380 project both gold and brown proposals. Not to mention but the amount of pollution... Disruption... Traffic... Did you know the proposal interrupts current residencial and commerical areas? Also the school and pedestrian opportunities are close to non-existent with this proposal. We don't want Prosper to turn out like Melissa. A small little town bugged down by all the traffic of a major highway ... Kids breathing more polluted air from a major 8 lane highway.... Traffic.... Moreover; housing prices will be greatly affected ... Unfortunately I believe there should be another way ... Create an overpass directly from hwy 380 onto hwy 75 to correct that flow. Let's fix what we have and not harm our beautiful town of Prosper.

Comment Number	Commenter Name	Date Received	Source	Comment Topic
252	Karen	1/31/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
253	Karen Bunker	1/30/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
254	Karen Thompson	2/5/2021	Email	Mr. Endres, Once again I am taking time to attempt to affect the outcome of the 380 juggernaut. We are neither developers nor utilities, and therefore have little influence particularly since we live in the ETJ. Still, our farm and our way of life are precious to us. We specifically moved onto FM 2933 at CR 331 to be away from development, yet some of the bypass proposed routes will take the western front of our working cattle farm. Just because two-lane FM 2933 exists, it does not necessarily present a great route segment for a bypass (C route). NTMWD also has placed us in their crosshairs by forcing the building of the sewage pipe system from west McKinney onto our land. This would be alongside the eastern C route as well. The maps used for our area in your presentation do not show our home, which will border the proposed bypass, nor is our spring-fed pond noted. They do not show the run-off issues we already have that a wide layer of concrete will only increase. I could give you a litany of the impact we are already facing from NTMWD- disruption and devaluation of our farm, potential pollution to our land and pond, inhibited ability to sell our land in the future, inability to build on it or even replant the grove of 50-75 year old pecan trees we will lose, and so forth. But please realize a bypass that runs through an area designated one of McKinney's beauty spots of agricultural production will destroy a string of lovely farms, including ours. This is where we plan to live out our lives, and a bypass just outside our window is appalling to contemplate. Noise and light pollution, the unaesthetic appearance of a massive road, and poor air quality will transform this lovely area into something quite opposite to McKinney's slogan "Unique by Nature." The Green, Purple, and Gold routes best preserve it. If a route east of SH 5 must be considered, then I urge you to approve the D route which runs through the flood plain. The impact to families is minimal and offers a more direct southern route, connecting at 380 and Airport Boulevard. Regards, Karen Thompson 1974 Bellemeade Lane McKinney, Texas 75071
255	Karen Whittington & Allison Baggarly	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
256	Karin Kerby	1/21/2021	Survey	It appears that the alignment STILL runs closely behind the Heatherwood subdivision, just west of the Lake Forest/123 intersection. I would request that TXDOT consider putting in the WIDEST buffer possible behind the houses directly affected, along with sound buffering walls/ heavy landscaping and depressing the roadway below grade. We are still not happy at all with the alignment ruining our neighborhood by going so close to it, but it appears this has consistently fallen on deaf ears.
257	Karl Andrzejewski	2/5/2021	Survey	I'd like to oppose any changes of alignment of 380 within the town of Prosper limits. It affects existing neighborhoods and business and was not a consideration in the past. My property is not directly affected but the process in which the alignment is being considered is not very clear to me. It seems there might've been planning mistakes done by different cities and as much as I am in favor of minimizing impact it does not feel right that forcing Prosper to change in such a significant way. Best regards, Karl Andrzejewski
258	Karla Hays	2/5/2021	Survey	I am NOT in favor of this project running through Prosper. Especially right next to my grandson's school!! Please DO NOT bring this congestion and traffic to our doorsteps and please honor the previous decisions already made!
259	Karon Brown	2/5/2021	Survey	We purchased a home recently thinking that the decision to not run 380 through prosper had been settled. Please consider home values, noise pollution, and safety - just as the City of Prosper has already done 5 times I pushing against the decision to have a busy highway cut through already planned and in developed areas. It's unfortunate that the foresight in planning 380 was not previously considered as growth has been and will be rampant in North Texas - but don't ruin a town that is working hard to create safety and beauty for its community
260	Karrie D Rieken	2/5/2021	Survey	Option A would be the most idea bypass route as it cause the least amount of disruption to land, wildlife, and residential. Option B would let traffic out at an already congested point and the additional traffic exchange is concerning.
261	Katherine Cooper	2/5/2021	Survey	Fix 380 on 380. Just like it should be.
262	Kathleen	2/5/2021	Survey	Please do not accept either of the newly proposed routes through the town of Prosper. Both of these are dangerously close to schools currently starting the building process. TxDot must allow the town to choose the route least invasive.
263	Kathleen Kittaneh	2/5/2021	Survey	I do not want this proposed plan to run through Prosper.
264	Kathy Clarke	2/5/2021	Survey	I do not want the brown or gold alternatives for the 380 plan!!!
265	Kathy Mason	2/5/2021	Survey	I oppose the Brown and Gold Route Prosper has adamantly opposed it. McKinney failed to reserve enough Right of Way on their portion of 380 and because of this they are now pushing their mess on private property owners and on other cities and on the county. Please don't make property owners pay for the mistakes the city made by not reserving enough Right of Way on it's portion of 380!
266	Kathy Morgan	1/30/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of McKinney, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of existing homes and businesses. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. Continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position
267	Katie Apkarian	1/29/2021	Survey	My name is Katie, my family and I are moving into the Willow Wood community in McKinney. We were not aware of the possible 380 bypass intersecting just below our community prior to the sell of our house. With that knowledge, I apologize if my comment reiterates something already considered. The purple, blue, gold, and brown alternatives all appear to intersect near Laud Howell Pkwy and the US 75. This intersecting location is where I have the greatest concerns because there are two elementary schools near this intersection. The Naomi Press Elementary school in the Pecan Ridge neighborhood and the new Willow Wood Elementary school in the Willow Wood neighborhood. How will this bypass affect these schools and the traffic related to them as well as the residents? How will the noise from the bypass affect these schools? How will the emissions caused by the bypass affect the children, staff, and residents of the neighborhoods in close proximity? Another consideration is the infrastructure of Hwy 5 (North McDonald St) a two-lane highway in this area. Will there be exits from the bypass to McDonald st, if so, what type of traffic would North McDonald street be exposed too? Will it cause more problems than help? Lastly, how will this impact the East Fork River and surrounding creeks? How will this bypass affect the wetlands? Will this bypass negatively impact our land in the future? These are the concerns I immediately saw with the connection near Laud Howell Pkwy. Thank you.
268	Katie Apkarian	1/25/2021	Email	Good afternoon Steven, My name is Katie and my family and I just built a home in the Willow Wood community in McKinney. I just learned about the potential 380 bypass connecting near our community. (We weren't informed of this when we started building the house.) I did read the latest article following the virtual presentation, and I have some questions regarding the US 75/Hwy 5 connection near Laud Howell Pkwy. Our home is on Fargo Dr and overlooks the tree-line with a really nice view. This view has the potential to be replaced with the view of the bypass and I'm concerned how close the bypass will actually come to the end of our community? Effecting many other families on other streets as well. It's hard to tell the detail on the maps. I read in the article the city of McKinney was wanting the bypass to be more south? Would this be closer to Laud Howell Pkwy? Any information you have will be greatly appreciated. Thank you, Katie Apkarian

Comment Number	Commenter Name	Date Received	Source	Comment Topic
269	Katie Schmidt	2/5/2021	Survey	Keep 380 on 380. McKinney created some of their own problems and their incompetence in developmental planning should not impact innocent parties in prosper.
270	Katlin Howard	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
271	Katy and Clint Kaeding	2/1/2021	Survey	Hello, Mr. Endres -- I'm sure you've received several similar communications from fellow residents of Tucker Hill already, but please know that all points outlined below reflect our feelings as well. As residents of Tucker Hill, we hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January, 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. It is our understanding that this option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. Upon discussing this with fellow neighbors, we share in their significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, we request that further studies and mitigation efforts be made, including choosing an alternate route. We also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. We request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that we understand to be in place today. We further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, we believe that continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. We've seen no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. We request that taxpayer dollars not be allocated towards this effort. Thank you for your time and consideration of our position.
272	Kayla Weant	2/5/2021	Survey	I want 380 to stay on 380. Do not make a bypass through Prosper. It would destroy Main Gate and not solve the underlying problem of commuters trying to get to southbound DNT or 75. Folks aren't gonna wanna drive way out of the way north only to go back south.
273	Keith Russell	2/5/2021	Survey	As a Citizen of Prosper, Tx, I do not want the 380 bypass going through any part of Prosper, Tx. I feel it's a McKinney issue and should go through McKinney. It is not right to consume land already earmarked for Prosper to grow and develop for Prosper's benefit, and in some cases, condemning Prosper land for McKinney. I believe the bypass should begin in McKinney's west side at Ridge Rd, or further east. McKinney has had ample opportunity to address this, and hasn't. And now that the issue is abundantly clear inside of McKinney and all the congestion on 380 going to 75, it falls onto Prosper's shoulders to provide the solution. I disagree when there are solutions that McKinney can easily take, but it will "harm their continued growth". If TxDot really wants to address this issue, keep 380 on 380 and add an upper deck, similar to Austin's, with only a few strategic exits along the way. Perhaps even make the upper deck a toll road to cover the added expense. Bottom line is taking land from a much smaller town like Prosper is wrong, will cause additional issues inside the town, and ultimately could stifle the town's growth, all at the expense of taking care of a McKinney problem.
274	Kelly Blake	2/5/2021	Survey	I am pose the gold and brown Route. They both go over our home and our what lands on our property.
275	Kelly Parra	1/30/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
276	Kelly Richmond	2/5/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider these comments and my position.
277	Ken and Andrea Sutcliffe	1/30/2021	Survey	I absolutely disapprove of the proposed 380 bypass to go just south of Willowwood subdivision. We moved from Dallas to a QUIET neighborhood with no traffic/heys/noise. Expand on the already established 380 and do not destroy the beautiful landscape, and peaceful neighborhood. Our property values will also suffer substantially, not to mention resale. No one will want to live out here. We knew nothing about this, and most definitely would not have moved here had we known about this. Respectfully, please reconsider and do the right thing.
278	Kenneth Browder	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
279	Kenneth Marquis	1/8/2021	Email	Property owner who is concerned about the US 380 bypass, and specifically how it might affect his property and the timeframe of the project.
280	Kevin Arnold	1/25/2021	Survey	As a frequent traveler of 380, I see the most value in elongating the bypass as much as possible. That leads me to place more value on the B segment for focus area 1, and the C segment for focus area 3. My overall preferred path, therefore, is B-E-C.
281	Kevin Farlow	2/3/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
282	Kevin Garcia	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
283	Keyl Groff, MCRP	1/25/2021	Survey	Highway 380 through most of McKinney reflects residential neighborhoods and neighborhood scale services. Widening the highway through existing development creates a roadway and service incongruent with the existing mode of development. Shifting the 380 realignment to the north allow development to correctly center where service is appropriate. Therefore I strong urge option B.
284	Khalil Abdulnour	1/15/2021	Email	I hope this email finds you well. I'm writing to you in regards to the proposed construction of the Spur 399 Extension to connect 75 to 380. I am against building more highways. Highways and cars have greatly hurt our land, nature, farms, and cities. We cannot continue to sprawl out endlessly. In 50 years our country will lose its farmland and nature. Highways have ripped through and separated the neighbourhoods of our cities. Look at all of our cities before and after highways: Dallas, Cleveland, Minneapolis, Detroit, and many others. They were vibrant and full of energy and life. Middle class common people lived in them without cars. They walked and took the trolley. The downtowns of these places now are all parking garages and homeless people. We instead need walkable and bicycle friendly cities with good mass transit. They are more efficient and cost effective. Let's learn from the Germans, Dutch, and Japanese. Our car-dependent system is not sustainable. If we continue like this all we will have is single-family suburban homes and highways with no sense of place or city. Our farms and nature and reservations will all be lost. I know this may be against everything you have done but believe me, highways are bad. Let's divert our funds to public transportation. Cars have been killing too many people for too long. We have not always been like that. American cities at one point were the leaders in mass transit but we have since fallen way behind and became all cars and highways. A hundred years from now we'll look back and regret what we have done with building the highways. We need to go back to our roots. Lastly small and walkable cities are good for business. People are more likely to buy when they are walking past a store. Walking connects people to the community. Being car-dependent requires building so much wasteful parking. The cost of this parking is paid for by the business and us. Small businesses usually can't afford to pay for a parking garage. Which is why only large corporations are rich enough to afford to own parking. Cars have destroyed small businesses and benefited corporations. The whole world understands this and is taking action. Let's open our eyes and lead again. We are way behind. I hope you seriously consider this and implement serious fixes. Please read the following articles on the subject: The Role of Highways in American Poverty https://www.theatlantic.com/business/archive/2016/03/role-of-highways-in-american-poverty/474282/ How Highways Hurt Dallas https://www.dmagazine.com/publications/d-magazine/2014/may/how-highways-hurt-dallas/ Highways gutted American cities. So why did they build them? https://www.vox.com/2015/5/14/8605917/highways-interstate-cities-history Is It Time To Take Highways Out Of Cities? https://www.forbes.com/sites/adammillsap/2019/11/21/is-it-time-to-take-highways-out-of-cities/?sh=50d12fde1a04 Paris to Turn Champs-Élysées into Expansive Urban Garden https://www.archdaily.com/955080/paris-to-turn-champs-elysees-into-expansive-urban-garden Oslo records just one road death in 2019 https://cities-today.com/oslo-records-just-one-road-death-in-2019/ Barcelona Will Supersize its Car-Free 'Superblocks' https://www.bloomberg.com/news/articles/2020-11-11/barcelona-s-new-car-free-superblock-will-be-big Saudi Arabia is Building a Zero-Carbon City With No Cars or Pollution: 'A new era of civilization' https://www.goodnewsnetwork.org/saudi-arabias-zero-carbon-zero-pollution-city-called-the-line/ "Great City" To Be China's First Car-Free Metropolis https://architizer.com/blog/inspiration/industry/great-city-to-be-chinas-first-car-free-metropolis/ Forward-thinking Utrecht builds car-free district for 12,000 people https://www.theguardian.com/world/2020/mar/15/forward-thinking-utrecht-builds-car-free-district-for-12000-people
285	Kiele Cauble	2/5/2021	Survey	I'm really baffled as to why you keep just changing the names/colors of bypass routes that you are trying to push into Prosper. No matter what color or name you give them, it is essentially the same. It is also highly irresponsible placement not only for the impact of the Town of Prosper and the properties is impacts, including two schools that are already in the works, but also by allowing McKinney to push their planning issues and problems onto someone else and into a whole different community entirely which makes NO sense at all as to why TXDOT would allow such an attrocity. The people of Prosper and Celina do not want these routes and continue to tell you this, yet you seem to be bullied by McKinney yourselves as to the only reason why it seems that you keep allowing such options continue to be entertained even as remote possibilities. Which they shouldn't be. McKinney needs to own up to their own lack of planning and now accept the consequences. This is not a Prosper problem, but a McKinney problem and should stay as such.
286	Kim Carmichael	1/30/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
287	Kimberley Koepf	1/31/2021	Survey	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
288	Kimberly Hendrix	1/21/2021	Survey	Please look into alternatives such as expanding east/west roads like Wilmeth and Bloomdale from Custer to 75. This alone would relieve some of the traffic burden on 380. The Collin county outer loop is already under construction and would be very close to this proposed realignment of 380.
289	Kinchen household	2/5/2021	Survey	Please consider No bypass through Prosper!
290	Kip Carr	1/31/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
291	Kristen Creel	2/5/2021	Survey	I am a parent with a child that is going to attend founders classical academy prosper at first st. and Custer rd. I am opposed to the gold alternative and the brown alternative. I feel that a road of such magnitude should not be near a school and also I feel that it is important to not shut down the school for a road to be built. Please find another alternate route for 380 bypass.
292	Kristen Hoegenauer	2/5/2021	Survey	We strongly oppose the Brown and Gold route. The city of McKinney is hurting private citizens including families with children because of their failure to plan for adequate right of way on 380. Please don't approve this route!
293	Kristi Villarreal	2/4/2021	Survey	Please do not add a highway through Prosper. We moved here for the small- town and want to keep it that way. This highway would be too close for comfort near schools and families. Please reroute this traffic elsewhere. Not through Prosper.
294	Kristine Reed	2/5/2021	Survey	Keep 380on 380. Prosper does not want these major roads running through our small town. We pay way to much in taxes and chose that to have a less hectic town to live in. These roads will make it not safe for us or our children to travel across town.
295	Kyle Hillstead	2/5/2021	Survey	It's unfortunate and seemingly irresponsible that a major 380 bypass project would intersect the existing Brookhollow and Lakewood communities with proposed Option B. Not to mention, where you're proposing the bypass begin is at the intersection of where (2) schools currently exist and will cut very closely to the zoned 3rd Prosper High School. Option A appears to make more logical sense pulling traffic away from school zones and beginning just West of Custer Road. Please consider Option A as the more appropriate route for this project. Thank you.
296	L Giblin	2/5/2021	Survey	Please drop all bypass routes. Mckinney has a comprehensive plan that would solve this. Force their hand to go back to it and build out roads to six lanes on major roads north of 380. Txdot saves money, the taxpayers save money, and residents don't lose their homes. Collin County is already working on Outer Loop anyway which would be not far from a bypass. This makes no logical sense to have a bypass so close to the Outer Loop."

Comment Number	Commenter Name	Date Received	Source	Comment Topic
297	La Cour Venue	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
298	Lainie Ereno	2/5/2021	Survey	Any 380 improvements need to stay on 380. I am absolutely opposed to a 380 bypass. It would not only damage communities and businesses, but it is a needless expense with the Outer Loop on miles away.
299	Lara Stauffer	2/5/2021	Survey	We live in Whitley place and are absolutely opposed to any highway adjacent to our subdivision. We purchased in this community to be away from 380 and any highway. This type of construction would significantly impact our quality of life and the value of our property and we are opposed to it in every way. Just because McKinney did not plan properly does not give them the right to push their problem into Prosper. We are vehemently opposed to option B, which takes the bypass to Custer and First Street, which is just hundreds of feet from our front yard.
300	Larry Salisbury	1/29/2021	Email	I appreciate your prompt response and consideration for keeping 380 on 380. As a resident of Whitley Place for over ten years we enjoy the Texas pride in our subdivision and the town of Prosper. The proposed bypass seriously would have a very negative impact on our community. Here is a copy of a letter sent to you from Ron Justice. It details facts that deserve an honest responsible answer. Your help in keeping 380 on 380 is expected. The Brown and Gold routes for the 380 Bypass should be removed immediately from Environmental Review and discarded as a viable option for the 380 project for the following reasons; 1.You stated at the first meeting you had with the Town of Prosper(TOP) which my wife and I attended that TXDOT would not install this project if the Town of Prosper was against it. The Town of Prosper has published several resolutions stating they were totally against all options dissecting our community like the Brown and Gold routes clearly do. 2.Apparently, during TXDOT's most recent meeting with the TOP, TXDOT was not aware of the Texas State Chartered K-12 Founders Academy that was/is under construction along with Malabar Hills Housing Development. TXDOT was also not aware of several other developments that are either approved or seeking approval and are right in the pathway of the Brown and Gold routes. Why not? 3.Main Gait that provides therapeutic services for both adults and children suffering from disabilities is also in the pathway. 4.Environmentally, the Brown and Gold route is a disaster for us since we are in our mid 70's and live within 100 yards the Founder's Academy in Whitley Place. The Brown and Gold route will require the Freeway Bypass to be elevated in order to cross Custer Road and all the pollution that it generates will be raining down on us plus founders Academy, Main Gate, Malabar Hills, Proper's planned High School and Elementary School and everything else in the local vicinity. Walnut Grove Cemetery which is a very historical site will definitely suffer deterioration from the emissions that will attack the gravestones in the Cemetery. The true option that resolves 380 is to make 380 a Limited Access Freeway and avoid impacting the TOP in such a dramatic fashion. In your presentations you have stated 380 has an "F" rating due to all of the accidents on 380. How does that rating get any better if you do not fix 380, but instead add a bypass in 8 to 10 years from now. By then, the traffic load will be where it is today or probably worse. All the arguments I saw/heard in your presentations for not making 380 a Limited Access Freeway were weak/questionable at best. Somehow, TXDOT was able to figure out how to make 75(Central Expressway) an expanded, Limited Access Freeway and it had a lot more issues with businesses, neighborhoods, SMU, politics and historical areas, etc. to resolve than 380. My sense is this is all about politics and the political pressure a big, entrenched City like McKinney is placing on the much smaller Town of Prosper and the overall decision making process. If making 380 a Limited Access Freeway is not viable to TXDOT, then why not go with the route that goes by Tucker Hill in McKinney? Politics in the way? The Brown and Gold routes are unacceptable to the residents of Whitley Place and the Town of Prosper. Please eliminate them from consideration immediately. Ron Justice ronjust@verizon.net Respectfully submitted, Larry Salisbury 469-715-7898
301	Lasheria Brandt	2/4/2021	Survey	None that of the above apply, but i think running this 380 expansion through Prosper is a rwally bad idea, dangerous for our kids and would destroy our property values. Please krep this out of Prosper
302	Laura Bull	2/5/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
303	Laura Camilleri	2/4/2021	Survey	I strongly oppose Red Route B and Red Route E for bypass 380 coming into Prosper. I oppose a rise in traffic, increased noise, more air pollution, decreased safety and possible lowering of property values that a freeway could bring if Red Route B or E is chosen.
304	Lauren Byrd	2/5/2021	Survey	I oppose the brown and gold route and do not think it is beneficial.
305	Laurie Sweet	1/30/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
306	Laurie Taylor	2/1/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Laurie Taylor "Finally, brothers and sisters, whatever is true, whatever is noble, whatever is right, whatever is pure, whatever is lovely, whatever is admirable- if anything is excellent or praiseworthy- think about such things. Whatever you have learned or received or heard from me, or seen in me- put into practice. And the God of peace will be with you." Philippians 4:8-9
307	LeAnn Stringer	2/5/2021	Survey	I oppose 380 bypass routes B and E, and any route that runs through the Town of Prosper. I urge you to keep expansion of 380 on 380. First the town of Prosper must maintain the right to develop our town and continue with the building of the Charter School and the building of the Highschool on First street that preparations are already being made for. I strongly oppose another city dictating the use of our lands because of their lack of appropriate planning for development of 380. I oppose the noise and air pollution that a bypass through Prosper will inflict on current neighborhoods who were consciously built away from main thorough fairs. We purposely built a home away from 380 to avoid the traffic, noise and pollution. I oppose the environmental impact along the creek that will be affected by the opposed routes. The sound from Custer and 380 already pollute the creek bed and will be made drastically worse by a bypass. I object to the loss of property value that homeowners along imposing path of Bypass routesB and E. Again, homeowners invested in properties miles away from 380 to avoid the known need of expansion and I vehemently oppose the city of McKinney placing their burden onto the residents of Prosper. If a homeowner purchased in a neighborhood adjacent to 380, they accepted the risk of future expansion. They cannot be allowed to push that onto others. They are already exposed to the effects of the high traffic of 380 and knowingly chose that option in purchasing their property. I urge TXDIT to continue with the current route already decided on and undergoing impact studies.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
308	Leigh Taylor	1/31/2021	Email	Mr. Endres, As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. I live at the entrance and the traffic flow is heavy now & the current stop sign is already consistently ignored. I have camera footage to support this claim. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Leigh Taylor 2116 Tremont Blvd
309	Leila	2/4/2021	Survey	I strongly oppose any new routes that would infringe Prosper city limits. The increased traffic, safety risks for currently proposed schools, and significant decrease in property values for much desired neighborhoods now. Don't put an "urban" traffic flow into a small town like Prosper
310	Linda Louise White De Mattei	2/3/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks."
311	Linda Matthews	2/5/2021	Survey	No I do not want this route for future Road I do not want entrance and exit so close to schools
312	Lindsey Flesher	2/5/2021	Email	Hi Stephen, As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Lindsey Flesher
313	Lindsey Sanchez	2/5/2021	Survey	Keep the bypass out of Prosper! We did not ask for this and McK needs to fix their own issues instead of passing it on to its neighbor. Disgusting that you would even consider doing this to Prosper on land that has already been zoned/planned.
314	Lisa Bauman	2/5/2021	Survey	I strongly oppose alignment B as it would encroach on exiting homes & businesses in Prosper. Residents & businesses in Prosper should not suffer due to the poor planning of surrounding cities.
315	Lori Swim	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
316	Lori Webb	2/5/2021	Survey	We live in Whitley Place and would not like a six lane highway beside us. First Street is adding the new school. I feel that would be very harmful for children and my neighbors.
317	Lynda Thomas	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
318	Madeleine Jolley	2/5/2021	Survey	I am completely opposed to Red Routes B or E - 380 bypass routes. Prosper should have the right to define and chart its own future developments and land usage. Also oppose this due to the rise in traffic, increased noise, more air pollution, decreased safety - especially for student drivers and children in homes and schools nearby - and for all drivers. Also the possibility of lower property values that a freeway could bring if either of these routes are chosen. What a disruption and destruction for our town and any nearby developments. Please reconsider this plan. Thank you.
319	Maegan Beasley	2/5/2021	Survey	I support the alignment recommended by TXDOT. I do not support Segment B that cuts through Prosper, nor alternative gold or alternative brown.
320	Marc Verduin	2/5/2021	Survey	I oppose the Brown and Gold Route of this 380 improvement.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
321	Margaret & Rebecca Nemeth	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
322	Mark & Wendi Farqhar	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
323	Mark Bunker	2/5/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary.
324	Mark E Prisbrey	1/26/2021	Survey	Follow B and C to allow the most bypass possible. Would prefer a new alignment G, to connect C to the New Hope bypass North of 380.
325	Mark Kasperowicz	1/23/2021	Survey	I do not support the recommended alignment as-is. The proposed freeway would pass within 500 feet of my home and create a permanent sound disturbance, reduction in property values, increased congestion in our neighborhood which has elementary school children walking to/from school, and potentially increased air pollution. Please expand 380 on 380 with overpasses at major intersections.
326	Mark N Wilson	1/21/2021	Survey	Why are we spending more money & time when a route has been chosen and an EIS was done. The traffic issues are mainly in McKinney and need to be corrected in McKinney. McKinney is just trying to push its lack of planning and it's current and future traffic problems into Prosper. Keep your first choice as Prosper is good with keeping 380 on 380. If McKinney is not all routing should remain in McKinney and not pushed into other towns!!!!
327	Mark Utzig	2/5/2021	Email	Good Morning Stephen, My name is Mark Utzig. I live with my family in a brand new house here in the Willow Wood neighborhood in NE McKinney. I received your letter, have reviewed the plans for the proposed 380 bypass and am absolutely opposed to the proposed alignment of this project. My family along with most others in the area, made a decision to move here, based on the numerous greenbelts, trees, and rural feel that this community brings. Prior to building our home, we were told several times that the East Fork of the Trinity River was a flood plain, and would never be developed or built upon. Not only am I opposed to the path of the bypass for personal reasons such as extra traffic noise, etc, but I'm also concerned over what this does to our natural habitat and wildlife in the area. We have deer, coyotes, racoons, birds, etc living in these areas all around us. Now the State of Texas is proposing they cut right through this beautiful and natural land for a 10 lane highway? I think not! This is just plain wrong, and I will do everything in my power to ensure this project doesn't get approved "as currently proposed". I also know that I have the backing of my neighbors here as well! Why would we not take this loop further to the North? Especially as this is where all of the new growth is taking place. Find a path where new developments have not yet been built. Don't infringe on my rights, in my neighborhood, and on my neighbors. I just don't understand why we would want to run this through flood plains, green belts and right next to brand new (already developed) neighborhoods, in which people have spent hard earned money and savings to build in this quiet little subdivision. This project is wrong for our area, and once it is built the harm done will be irreversible. Let's use some common sense here and build this road where wildlife, trees, waters, and neighborhoods don't yet exist, or will not be impacted. Thank you for hearing my concerns. If you or anyone within your department would like to have a discussion with me, I'd be more than happy to do so. I can be reached as follows: Mark Utzig utzigmm@gmail.com 214-548-2479
328	Marti Gistaro	1/30/2021	Survey	I liv in Tucker Hill and want to express my support to the new Option B route (Gold or Brown Alignment) presented on 1/24/2021 meeting. Tis is also supported by the city of McKinney passed by resolution on 12/15/2020. You further requested comments regarding the following: EIS study: The three dams near 380, two North of 380, one South of it just West of Stonebridge Dr. needs a thorough investigation for environmental impact on it and the surrounding area to it. Pre and Post construction air and noise pollution to Tucker Hill regarding Option A is imperative. If this Option is chosen, we MUST have a second exit and entrance before construction begins. Lastly, taxpayer's dollars should be saved by discontinuing the 380 expansion study. McKinney and Raytheon, our biggest employer, oppose this option. The cost and displacement of many homes and businesses, I am sure, would be enormous I, for one, do not want my tax money going for the study. I hope you will take my concerns to heart. Thank you, Marti Gistaro
329	Martin Vasquez	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
330	Mary Carr	2/5/2021	Survey	As a new resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort.
331	Mary Nugent	1/29/2021	Voicemail	Hello my name is Mary Nugent N-U-G-E-N-T. My phone number is 972-562-8295 and my address is 2469 County Road 855 McKinney Texas 75071 and I'm calling to comment on the 380 Highway issue. I agree with the commissioners, Collin County commissioners on the re routing of 380. As previously stated I am opposed to the gold or brown routes that put the bypass on the West side of Custer, 2478, placing the bypass to the West and North of Walnut grove where I live with our neighborhood in a position of being surrounded by highways on three sides with the bypass just West of us the north of us and business 380 south. The air quality and noise would impact the quality of life that we have here on our property. Also we have abundant wildlife that lives and crosses our 20 acre property daily. It would definitely be a problem with Nature. Another great thought raised by a neighbor is that we've been told that TxDOT cannot consider the outer loop as an alternate route but Denton County. You are utilizing the loop so I don't understand that I'd like to know why it's feasible for Denton County and for Collin County to utilize that space. So that's all I can think of right now at the top my head. Thank you so much for letting me do this over the phone and.....END OF MESSAGE.
332	Mary Spaulding	2/5/2021	Survey	Please keep 380 on 380.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
333	Matt Brown	2/2/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Thank You, Matt Brown 2505 Fitzgerald ave McKinney TX 75071
334	Matt Osborn	1/24/2021	Email	My name is Matt Osborne, and my family lives in Whitley Place, Prosper. We just watched the US 380 virtual public scoping meeting on YouTube and thought that it was extremely informative and very well done. I do not at all envy those having to weigh and sift so many competing demands and requests surrounding whether to build out a 380 expansion and then, if so, where and how to do it. I did want to put in a request that NEITHER the Gold or Brown options be considered, due to the negative effects these alternatives would have on SE Prosper, and specifically my housing development of Whitley Place. Whitley Place was properly conceived and designed so that it would be far enough back from any necessary and reasonable US 380 expansion. I have nothing against the Town of McKinney, but do not think it would be fair to accede to its demands that US 380 be essentially brought into our backyard. Thank you for your consideration of my comments and request, and again I tip my hats to all of you who are trying to wrestle with if and how to deal with a possible US 380 expansion in the years to come.
335	Matthew Evans	2/5/2021	Survey	I oppose the Brown and Gold route as it negatively impacts families and the environment.
336	Melinda Mavers	2/4/2021	Survey/Email	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
337	Meredith Sheehan	2/5/2021	Survey	Please DO NOT even consider any route through Prosper city limits. We are only a 22.8 square mile town as it is and having a MAJOR freeway through our town is ludicrous to even consider. McKinney is the most logical place for it as it already has Hwy 380 running through it and has MUCH more square mileage to its town to enjoy other than a massive freeway! Please, please, please consider elsewhere for this project. Thank you for your time.
338	Meryan Jolley	2/5/2021	Survey	I am VEHEMENTLY OPPOSED to Red Routes B or E - 380 bypass routes. Prosper should have the right to define and chart its own future developments and land usage. Also oppose this due to the rise in traffic, increased noise, more air pollution, decreased safety - ESPECIALLY for our children and student drivers - for all drivers. Also the possibility of lower property values that a freeway could bring if either of these routes are chosen. What a disruption and destruction for our town and any nearby developments. Please reconsider this plan. Thank you for your consideration.
339	Micah Koons	2/5/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary.
340	Michael Beasley	2/5/2021	Survey	Please support Plan A.
341	Michael Beaty	2/1/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Thank you for taking the time to consider this letter and my position. Michael Beaty
342	Michael Biggs	1/21/2021	Survey	I just want to go on record as saying the alignment of Spur 399 needs to directly line up with the new US 380 alignment. I know you understand that but I wanted to back you up with a public comment. If one went on the East side of the airport and the other the West side people would be complaining about it for the next 50 years until the entire area could be redesigned.
343	Michael Bruce Howell	2/5/2021	Survey	I would like to see an underpass/overpass, so that Community Ave can continue north.
344	Michael J. McBroom	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
345	Michael Rogers	2/5/2021	Survey	Planning a major roadway through part of Prosper that is planned for schools and residential development is bad for everyone involved. Keep 380 on 380! Please! Prosper has suffered enough with state roadway expansions.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
346	Michael Swim	2/3/2021	Email	February 03, 2021 Texas Department of Transportation I am writing to oppose the 380-bypass route "C" (blue and brown route options) that is now on the table as part of the recently announced TxDOT environmental impact study for the proposed State Highway 380 bypass. I strongly recommend that TxDOT stay with their spring 2019 recommendation and keep the US HWY 380 bypass on route "D". Route "C" has an extremely adverse impact on my three properties as well as all those in the path of this monstrous, eight lane / 400' right of way, limited access freeway. Our properties are located in the McKinney ETJ at 2280 CR 338 (5.98 acres occupied by primary residence, six stall barn and equine arena; property ID: 2768330); 2172 CR 338 (5.52 acres occupied by guest house, equine training pen and five stall barn; property ID: 2768334); and 2150 CR 338 (12.0 acres occupied by four stall barn). 2280 CR 338 has dual usage – our primary residence as well as part of the Swim's My Lil Serenity Equine rescue. 2172 CR 338 has dual usage as well, acting as guest house for our daughter Jennifer and is also part of the Equine rescue. 2150 CR 338 primary use is the equine rescue. All three properties are used not only for hay harvesting but also act as the primary source of forage for the horses. The My Lil Serenity Equine Rescue has nurtured and led 75 plus horses back to health to prepare them for adoption since 2011. Figure above shows our three properties forming a square with the proposed bypass essentially bisecting the properties, irreparably damaging the equine rescue. We have invested a significant amount of time, labor, and resources in our property. Fencing, barn upgrades, electrical upgrades, water lines, remodeling of modular home on the 2172 property, custom built home on 2280 property, pasture management, hay growing and harvesting, livestock management, brush/timber clearing and more. It is difficult to put an exact dollar figure on property improvements, but it is far north of one million dollars. We purchased the property to continue equine rescue which had begun in 2008 on leased pasture north of 380 and Lake Forest. Our efforts over the last 10 years or so have rescued and placed 75+ unwanted, underfed or abused horses. We currently have a herd of 13 horses, about 8 of which need a home. Our intent was to "get away" from the city, move to the country where we could finish raising our children and operate the equine rescue. We certainly didn't ever imagine that a proposed, eight lane freeway with 400' right of way would ever be in the picture! In addition to the reasons already stated, following are several additional reasons we are animatedly opposed to the route "C" option (blue and brown): • Impact to our equine rescue as listed above. A freeway through our property would displace 13 horses that need a home. • Route option "C" would impact more habitable structures and businesses than option "D". • Route option "C" would impact more trees and more forested areas than option "D". • It is unjust to put the burden of population growth and mobility needs on us and our neighbors. We moved to our current location with the intent of getting away from highways and busy thoroughfares - we would never have dreamed of building a home on, let alone near a state highway. Those businesses or residents that built or purchased on State Highway 380 did so with full knowledge of risk of future expansion, improvements and other changes – yet we are being asked to bear the burden. • A bypass is in direct conflict with McKinney's 2040 plan passed in October 2018 which mentions "viable multi-modal options." An eight-lane freeway does not provide "multi-modal" options. • Spring and fall 2018 TxDOT survey results show an overwhelming majority of those surveyed prefer to keep 380 on 380. Even if a bypass route is selected, US HWY 380 will still require significant investment due to the growing retail sprouting up along it, bringing increased traffic. Our family is committed to living in this part of Collin County however, If a bypass goes through our property, it's likely we lose a legacy that would otherwise one day be passed on to our children in addition to uprooting us, destroying our property value and essentially ruining a lifetime's work, not to mention the impact on rescued horses and the environment. Many others all along the bypass share the same potential fate as Lori and I - I implore you to follow the Spring 2019 TxDOT recommended route "D" or, the expansion of US HWY 380 on its existing alignment Mike and Lori Swim (214) 673-5439 2172/2280/2150 County Road 338
347	Michele Velasco	2/5/2021	Survey	We are in Lakewood at Brookhollow and moved here two years ago from San Diego. We have children that are on the autism spectrum and very sound sensitive. We would have never moved into this home had we known that option B was on the table. Should you decide to proceed with option B, we would be forced to move. Given that there is zero inventory in Prosper, that would be a major problem since we have to stay in the district as my children receive their therapies and services there. All of our neighbors are very upset with this proposal and although they do not have the same issues that we have, still feel like they would be forced to move too. We beg you to not choose option B.
348	Michelle Michelson	2/5/2021	Email	Can Dear Mr. Endres, We are so relieved to see option B being considered as a bypass option. The end of my cul-de-sac in the Wren Creek neighborhood of Stonebridge Ranch backs to 380 and we don't have a sound barrier wall. I think I may have spoken with you, when the sound barrier walls went up and my street didn't get one. I was told it was due to potentially blocking a tiny creek that runs behind some of the houses. I think everyone was in shock over the original decision to go with the Red A alignment, it just didn't make sense. It was the decision that was most destructive to families and businesses, and economically, it didn't make sense either. Sadly, as you may know, many of us, myself included, live in homes built by Bill Darling. His refusal to consider McKinney's generous offer to give him the land to move his operation and save the buyers of his homes was truly sickening. Option B, which moves the western end of the bypass further west, makes so much more sense. And the Alternate B (brown or gold) makes even more sense. I hope you will understand how much the communities of Stonebridge Ranch and Tucker Hill are opposed to this. Of course there is always growth, and our area has grown a lot, but to put a superhighway with frontage roads right behind our houses unnecessarily, and at such a high cost to taxpayers, when a better and more viable option exists is heartbreaking. Thank you for your time. Best Regards, Michelle Michelson 1801 Camberton Dr.
349	Mike & Lori Swim	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
350	Mike Istre	1/29/2021	Email	I appreciate your prompt response and consideration for keeping 380 on 380. As a resident of Whitley Place for over ten years we enjoy the Texas pride in our subdivision and the town of Prosper. The proposed bypass seriously would have a very negative impact on our community. Here is a copy of a letter sent to you from Ron Justice. It details facts that deserve an honest responsible answer. Your help in keeping 380 on 380 is expected. The Brown and Gold routes for the 380 Bypass should be removed immediately from Environmental Review and discarded as a viable option for the 380 project for the following reasons; 1.You stated at the first meeting you had with the Town of Prosper(TOP) which my wife and I attended that TXDOT would not install this project if the Town of Prosper was against it. The Town of Prosper has published several resolutions stating they were totally against all options dissecting our community like the Brown and Gold routes clearly do. 2.Apparently, during TXDOT's most recent meeting with the TOP, TXDOT was not aware of the Texas State Chartered K-12 Founders Academy that was/is under construction along with Malabar Hills Housing Development. TXDOT was also not aware of several other developments that are either approved or seeking approval and are right in the pathway of the Brown and Gold routes. Why not? 3.Main Gait that provides therapeutic services for both adults and children suffering from disabilities is also in the pathway. 4.Environmentally, the Brown and Gold route is a disaster for us since we are in our mid 70's and live within 100 yards the Founder's Academy in Whitley Place. The Brown and Gold route will require the Freeway Bypass to be elevated in order to cross Custer Road and all the pollution that it generates will be raining down on us plus founders Academy, Main Gate, Malabar Hills, Proper's planned High School and Elementary School and everything else in the local vicinity. Walnut Grove Cemetery which is a very historical site will definitely suffer deterioration from the emissions that will attack the gravestones in the Cemetery. The true option that resolves 380 is to make 380 a Limited Access Freeway and avoid impacting the TOP in such a dramatic fashion. In your presentations you have stated 380 has an "F" rating due to all of the accidents on 380. How does that rating get any better if you do not fix 380, but instead add a bypass in 8 to 10 years from now. By then, the traffic load will be where it is today or probably worse. All the arguments I saw/heard in your presentations for not making 380 a Limited Access Freeway were weak/questionable at best. Somehow, TXDOT was able to figure out how to make 75(Central Expressway) an expanded, Limited Access Freeway and it had a lot more issues with businesses, neighborhoods, SMU, politics and historical areas, etc. to resolve than 380. My sense is this is all about politics and the political pressure a big, entrenched City like McKinney is placing on the much smaller Town of Prosper and the overall decision making process. If making 380 a Limited Access Freeway is not viable to TXDOT, then why not go with the route that goes by Tucker Hill in McKinney? Politics in the way? The Brown and Gold routes are unacceptable to the residents of Whitley Place and the Town of Prosper. Please eliminate them from consideration immediately. Respectfully submitted, Mike Istre
351	Mike Kohl	1/31/2021	Email	This email 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 long time resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Mike Kohl 2513 Pearl Street McKinney, TX 75071

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
352	Mike Manley	2/4/2021	Survey	My family moved to Prosper in 2020 and we are now learning about the possibility of diverting 380 into our town. We are strongly against this proposal that would add traffic and pollution near our neighborhoods and schools. Of particular importance to us is the fact that one of the routes is very close to the future high school that our children will attend. This is a horrible idea for our community. Please keep 380 on 380.
353	Mike Owen	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
354	Monte Self	1/31/2021	Email	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Monte Monte Self 214-707-3223 Cell 214-544-8536 Fax mnteds@aol.com Dallas Income Properties, LLC REALTOR® TREC License # 0519925 www.dallasincomeproperties.com
355	Mr & Mrs Viramontes	2/5/2021	Survey	We support ROUTE A, keeping the bypass out of Prosper, has and continues to be agreeable with Town of Prosper residents. No to Route B and E. We feel it would have adverse affects to the town of Prosper, such as the rise in traffic, increased noise, more air pollution, decreased safety for our children and possible lowering of property values that a freeway could bring if Red Route B or E is chosen. We truly believe that the town of Prosper is a beautiful town "where everyone matters" and hope to keep it that way. We thank you for your consideration. Thank you.
356	Nancy Fields	2/5/2021	Survey	I oppose the Brown and Gold Route,
357	Nancy Stogsdill	2/5/2021	Survey	I am opposed to both the new Gold and Brown routes cutting through Prosper. There are many reasons why I strongly oppose this including, higher traffic, noise pollution and loss of land for land planned improvements in Prosper. Among these are a high school, a Christian academy, a cemetery and housing developments. These new options proposed directly negatively impact Prosper's Development Plan. The town of Prosper has now passed 5 resolutions opposing any by pass that will go through Prosper.
358	Nathan Horn	1/24/2021	Survey	The EIS study needs to be completed before Collin County seeks to acquire property. Any vote by the Commissioners Court before the EIS study is completed would be premature. Property acquired prematurely could cause significant environment impacts. Likewise, prematurely acquiring land would hinder building out the planned arterial road system in McKinney. The arterial roads are a necessity for safe travel amongst continued growth. Property acquired prematurely might not be selected as part of the 380 improvements. The result would be negative environmental and economic impacts. There would seem to be less environmental impact by improving 380 on its current alignment. The current alignment is an established route. Long-term, there could be negative environmental and economic impacts to moving 380 from is current alignment. Commercial and residential growth would be impacted.
359	Nathaniel Kuhns	2/5/2021	Survey	I would like to voice my strong disagreement to any route that moves 380 away from 380. Adding a bypass in this area is unnecessary and unfair to all of the residents and businesses. I agree 380 is congested, but finding alternatives to reshaping the current road while expanding roads like Bloomdale and Frontier to four or even six lane residential streets the connect to US75 should be considered long before a full highway bypass. Allow the area to grow naturally as roads like Virginia and El Dorado have over time. And focus instead on the addition of the outer loop just five miles North that has been planned and can be used by all thru traffic of the area if needed. Thank you for you consideration, I hope in the end you will choose to not uproot peoples homes and build an unplanned highway on others backyards and instead consider these alternatives.
360	Nicholas Heilig	1/21/2021	Survey	Hello - my home backs up to 380 where option A in focus area 1 "intersects" with the current alignment of 380 (in the Kensington neighborhood of Stonebridge Ranch). If the purple or blue options are selected, it appears as if I will have a very large interchange behind my back yard which will direct traffic northward - as will my immediate neighbors. I realize the overall community risks and factors need to be taken into account, but I hope very much that the newer alignments to the west of Custer Rd. (option B) are strongly considered to reduce the visual (and noise) impact to myself and my neighbors. Thank you for allowing me to provide my feedback and good luck in selecting an alternative that works for most!
361	Nicholas Parra	1/30/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
362	Nicholas Rodriguez	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
363	Nicholas Ryan Nordman	2/3/2021	Survey	"Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. E380 • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks."

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
364	Nicole Helfrich	2/10/2021	Email	I am providing comments on the US 380 project from Coit Road to FM 1827. In particular my comments are regarding the area between Coit Road and Custer Road that will be impacted by what appears to be a proposed portion of the bypass that would be potentially within 250 feet of the Whitley Place subdivision and Walnut Grove Cemetery, as well as very close to ManeGate Therapeutic Horse Farm. I ask that TXDOT take the following comments into consideration in their Environment Impact Study. 1.Not only are the above mentioned establishments (Whitley Place subdivision, Walnut Grove Cemetery and ManeGate) already in place around the proposed Bypass location through the Town of Prosper, but a new Texas State Charter School, Founders Classical Academy is currently under construction at the corner of Custer Road and First Street. The school will be fully complete and open in August of this year. The school is another establishment that needs to be seriously considered in the EIS. 2.Prosper High School #3 is also about to begin construction sometime this year with a target completion date in 2023. Land has already been cleared in the area and construction trailers and vehicles are operating on the site. This school is yet a fifth establishment to be considered in the EIS. 3.There are signs for new residential subdivisions on First Street between Custer and Coit Road and at the corner of Prosper Trail and Custer Road, only about a mile from the proposed site of the Bypass. These new residential subdivisions need to be considered in the EIS. 4.The impact to the people, the animals, and the agriculture in the area from the noise and air pollution that come from highway traffic, and in particular a raised highway, as might be the case for this portion of the 380 bypass, needs to be seriously considered. 5.The traffic patterns currently in place in these areas are changing now (the Custer Road widening), and most likely will change further as the schools and residential communities are built-out over the next 3-5 years, all prior to the planned construction timeline for this Bypass. The EIS should consider the impact additional road construction and expansion can have to the environment from the Bypass when impacts have already been incurred from the planned and more near-term road improvements to support growth in the area. 6.With as much residential build-out in the proposed area and the schools that will be in place within the next couple of years, the impact to utilities in the area could be substantial for the construction of a bypass. Numerous powerlines, water supplies and gas lines could be in the path and could not only subject the project to significant expenses to work around and move these, but cause serious disruptions to businesses, schools and residents if utilities are shut down due to construction for periods of time. In closing, I would like to add that while potentially not the scope of the EIS, the overall need of a Bypass - in particular one that cuts through the eastern part of the Yown of Prosper - should be seriously reconsidered. For example, where does most of the traffic on 380 come from? Have there been studies of that? With all the residential and commercial growth in Collin County, the influx of traffic could be from the very residents that live here, going up and down the road to get to work, school, retail establishments or restaurants. A bypass will not divert that traffic, as those individuals will still need to drive directly on 380. Again, while probably not the scope of the EIS, I strongly encourage TXDOT to reconsider the need for the bypass or to evaluate alternative road expansion and improvements to better solve congestion. The current proposed bypass through the eastern part of the Town of Prosper is simply just not a viable option, and after further assessing the impacts mentioned above, along with many more that I am sure the study will uncover, I hope that TX DOT will withdraw any future exploration and efforts to put a bypass in the eastern portion of Prosper. Thank you for your time in reviewing my comments.
365	Nicole savage	2/5/2021	Survey	I do not agree with either option as they affect homes and schools
366	Nina Owens	2/5/2021	Survey	I am opposed to the route proposed coming through Prosper. We should have the right to define and chart its own future developments and land usage. Adverse affects to Prosper such as the rise in traffic, increased noise, more air pollution, decreased safety and possible lowering of property values that a freeway could bring if Red Route B or E is chosen are a major concern as a home owner. Keep Hwy380 on 380. We did not purchase on a highway and should not have one brought through our established neighborhoods and towns.
367	Nuzzi Pam	2/4/2021	Survey	Prosper should have the right to define and cultivate our city as we want, without someone coming and destroying neighborhoods and cemeteries, dramatically increasing traffic, noise & air pollution, all while crippling property values!?
368	Paige Bell	2/4/2021	Survey	Keep 380 on 380. I come from the overall stance that “why are we even making a bypass”. But ultimately, we all thought this decision was already made, now it seems we are ‘exploring other options’ and causing more cause for disruption to many more communities. I STRONGLY oppose Red Routes B and E. Prosper should have the right to define and chart its own future developments and land usage is a start. There are many direct adverse affects to Prosper if either of these routes are built. Such as the rise in traffic, increased noise, more air pollution, decreased safety and possible lowering of property values that a freeway could bring if Red Route B or E is chosen. The land is already planned and even some areas started development for 2 additional schools for our district. People moved and are moving to Prosper not for the roadways and freeway access and bypasses, but for our children, their futures, and the education system in this great Town. Thank you for taking the time to read all the comments submitted. I do pray you take all to heart and make the most informed decision you can.
369	Palak Mathur	2/5/2021	Survey	I am making this comment to ensure that TXDot understands that we the residents of Prosper and Celina are against any of the proposed routes passing through city of Prosper. We don’t want a highway passing through city of Prosper, that will eventually disrupt the lives of common people both physically and mentally. The proposed new routes passing through Prosper present a danger of increased noise, air and noise pollution, along with reduce safety for children, elderly and others with detrimental effects on property values and adverse impact on social lives of many residents. I hope TXDot will take this into consideration and try to follow the route which does not pass through Prosper.
370	Pam Ieo	2/5/2021	Survey	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
371	Pamela Kuhl	2/5/2021	Email	Dear Mr. Endres, As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Best regards, Pamela Kuhl
372	Pamela Nishimoto	2/5/2021	Survey	TxDOT: Several loved ones have already lost their lives due to dangerous TxDOT roadway conditions. We’ve lived in Prosper for over 16 years and I do everything I can to AVOID 380 - a known danger trap due to the massive number of drivers already racing across the region daily. Keep 380 on 380! Or do the Red Bypass A. It is extremely important future regional transit decisions follow the previously discussed routes — going around Prosper and not causing increased local roadway hazards and dangerous conditions. We are a growing community with young drivers heading to school and/or their first jobs. Senior citizens — like my friends who were killed by an UNSAFE driver on 380. Families with littles - like a dear friend whose toddler was killed by an unsafe long-haul truck driver. Please do NOT increase the dangers! Mass transit should NOT be rerouted at this late date to suddenly cut thru the heart of our community. Nor encroach on established businesses and non-profits — destroying livelihoods of businesses and their employees — who’ve already invested in this region. Nor should every property owner — homes, businesses, community parks, schools, faith communities, etc — be fearful their property could be encroached upon. Nor the very severe concern of lowered property values - which would happen for EVERYONE in Prosper! I’ve worked in community development and public health. I understand the exponential negative impacts of increased traffic, increased noise pollution, health hazards of air pollution, decreased safety — caused by increased traffic AND crime — which can occur IF a mega-thoroughfare was suddenly cut thru established residential neighborhoods, We had 1,000s involved in prior TxDOT hearings. COVID prevents that evident show of visible support now. Know there are even MORE families and children in Orosowr now who would be NEGATIVELY impacted. I do NOT want more funerals of loved ones — solely caused by UNsafe regional transit decisions — such as the recently introduced Red Route B or E. Keep 380 on 380! And, make it SAFER! Everyone who built there KNEW what was coming! They chose high-traffic roadways to live on and/or to benefit their businesses. Please do not destroy our small local towns. Or the lives of those who live here.
373	Pat Justice	1/31/2021	Survey	We do not support any bypass coming through any portion of Prosper. The city of McKinney is at fault for the 380 portion that comes through their city and they did not address for decades and decades, but continued to allow their businesses to built right up to the road. So now, they must buy up properties and fix 380 on 380. Ron & Pat Justice 4301 Glacier Point Ct. Prosper, Tx 75078

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
374	Pat Justice	1/28/2021	Email	Stephen Endres, The Brown and Gold routes for the 380 Bypass should be removed immediately from Environmental Review and discarded as a viable option for the 380 project for the following reasons; 1.You stated at the first meeting you had with the Town of Prosper(TOP) which my wife and I attended that TXDOT would not install this project if the Town of Prosper was against it. The Town of Prosper has published several resolutions stating they were totally against all options dissecting our community like the Brown and Gold routes clearly do. 2.Apparently, during TXDOT's most recent meeting with the TOP, TXDOT was not aware of the Texas State Chartered K-12 Founders Academy that was/is under construction along with Malabar Hills Housing Development. TXDOT was also not aware of several other developments that are either approved or seeking approval and are right in the pathway of the Brown and Gold routes. Why not? 3.Main Gait that provides therapeutic services for both adults and children suffering from disabilities is also in the pathway. 4.Environmentally, the Brown and Gold route is a disaster for us since we are in our mid 70's and live within 100 yards the Founder's Academy in Whitley Place. The Brown and Gold route will require the Freeway Bypass to be elevated in order to cross Custer Road and all the pollution that it generates will be raining down on us plus founders Academy, Main Gate, Malabar Hills, Proper's planned High School and Elementary School and everything else in the local vicinity. Walnut Grove Cemetery which is a very historical site will definitely suffer deterioration from the emissions that will attack the gravestones in the Cemetery. The true option that resolves 380 is to make 380 a Limited Access Freeway and avoid impacting the TOP in such a dramatic fashion. In your presentations you have stated 380 has an "F" rating due to all of the accidents on 380. How does that rating get any better if you do not fix 380, but instead add a bypass in 8 to 10 years from now. By then, the traffic load will be where it is today or probably worse. All the arguments I saw/heard in your presentations for not making 380 a Limited Access Freeway were weak/questionable at best. Somehow, TXDOT was able to figure out how to make 75(Central Expressway) an expanded, Limited Access Freeway and it had a lot more issues with businesses, neighborhoods, SMU, politics and historical areas, etc. to resolve than 380. My sense is this is all about politics and the political pressure a big, entrenched City like McKinney is placing on the much smaller Town of Prosper and the overall decision making process. If making 380 a Limited Access Freeway is not viable to TXDOT, then why not go with the route that goes by Tucker Hill in McKinney? Politics in the way? The Brown and Gold routes are unacceptable to the residents of Whitley Place and the Town of Prosper. Please eliminate them from consideration immediately. Pat Justice patjust@verizon.net 972-824-5356
375	Patrice Wheeler	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
376	Patricia Standish	1/23/2021	Email	I have reviewed the material presented and am absolutely in favor of either the Gold or the Brown plan. Either would prevent a total bottleneck at 380 and Custer and will lessen the dreadful noise pollution we, who live near 380 and Custer, will experience if 380 is turned into a freeway. It is bad enough as it is. It was a two lane quiet road when I and my next door neighbors moved here in the 70s.These plans will cause less disruption to businesses and residences. Thus you have my complete support (and those of my neighbors) for either Gold or Brown.
377	Patricia Strawmyer	2/5/2021	Survey	I do not approve of any type "bypass" being put on any land within the Prosper, TX town limits. 380 should be kept on 380. Prosper is small and a 10 lane freeway built through it would cause air, noise and light pollution. It would undermine our town's development plan, as we have one laid out into the future. Traffic should remain on 380 and 380 should be expanded.
378	Patrick & Jenny O'Neal	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
379	Patrick Pulley	2/5/2021	Survey	I do not approve of this route because of the impact on private citizens.
380	Patrick Roberts	2/3/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
381	Patsy Cave	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
382	Paul & Lorraine Bland	2/1/2021	Email	I am a resident of Tucker Hill. Please accept this an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Thank you for taking the time to consider this letter and my position. Paul & Lorraine Bland 2809 Majestic Avenue, McKinney.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
383	Paul Campbell	2/2/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
384	Paul Grimes	12/30/2020	Letter	As your team is aware, this interchange location is extremely important to the City of McKinney as the City continues to promote regional commerical development at this location. The City understands there are many challenges associated with developing the proposed alignment, and it is not easy to satisfy all the stakeholders. The City of McKinney would like to request that the TxDOT team continue to evaluate this alignment and encourages the team to shift the alignment as far south as possible to mazimize the available developable land at US 75 and Laud Howell Parkway interchange while mazimizng access to future development. The City recognizes the various environmental and geometric constraints within the corridor and again appreciates your coordination efforts.
385	Paul Grimes	12/31/2020	Letter	At the December 15, 2020 McKinney City Council Meeting, a resolution (Resolution No. 2020-12-192 (R)) was unanimously approved in support of the 'Brown' and 'Gold' freeway alignments being considered as part of the US 380 Environmental Impact Statement (EIS) from Coit Road to FM 1827 (CSJs 1035-02-065 and 1035-03-0S3). Specifically, the resolution supports 'Segment B' of the two proposed freeway alignments. As has been previously conveyed by the City of McKinney through the feasibility study process and now into the EIS phase, a freeway alignment such as 'Segment B' will provide the best east- west regional mobility of the bypass options to be considered due to its more natural/gradual divergence from existing US 380. Additionally, 'Segment B' would best mitigate IDng-term congestion levels at the existing intersection of US 380 and Custer Road/FM 2478 due to its divergence from existing US 380 further west of the intersection. The resolution also affirms the City's opposition of 'Segment F' which would convert existing US 380 through the City of McKinney into a limited access roadway. The resolution passed by the McKinney City Council has been included with this letter for reference and incorporation into the ongoing study. Should you need any additional information or clarification regarding this resolution, please feel free to reach out to City staff for support.
386	Paula Bodine	2/4/2021	Survey	TXDOT should remove proposed Brown and Gold bypass alternatives from consideration. 1) this would impinge on 2 new schools under construction in Prosper, 2) Prosper city council has repeatedly created resolutions to inform TXDOT that they are in no way interested or in support on ANY bypass poaching through its city limits, and 3) Mane Gait would have its mission to provide therapeutic services to disabled veterans and children negatively impacted. Mckinney needs to deal with the consequences of their poor planning, not push them to the community of Prosper that has painstakingly created and followed a detailed, forward looking development plan.
387	Paula Ford	2/5/2021	Survey	Do not put a bypass in Prosper!! I am a property owner in Prosper near the proposed route for a 380 bypass (the one that crosses Custer Rd at First Street). This monstrosity would destroy our way of life with noise, traffic, and danger for young drivers coming to and from the 2 schools that are being built there. Another disastrous result would be the damage to my property value. Prosper has said, "NO!" to this multiple times, and we deserve to determine or own land use. It is very suspect that the mayor of McKinney, George Fuller, is a land developer in the area of one of the proposed routes, (Tucker Hill, I think.) This is a conflict of interest and stinks of corruption. He keeps trying to push his city's problem of bad planning off onto Prosper. Please do not put a bypass through Prosper!
388	Peggy Prince	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
389	Peter Linke	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
390	Philip Mahon	2/1/2021	Email	Dear Mr. Endres: Our 3 households wish to register our opposition to the US 380 McKinney Bypass Loop, as it is currently proposed and being considered by TxDOT. We are next door neighbors and live in Willow Wood Subdivision in McKinney, TX. We have all moved in to 3 separate adjacent homes within the past few months. We have enjoyed the peace and quiet and closeness to nature our homes provide. Our front doors open to acres of trees and river bottom land, just north of the East Fork of the Trinity River. Imagine our shock in learning that our TxDOT is considering an 8-lane, elevated roadway that will pass a short distance from our front doors and totally eliminate our peace and quiet and wonderful trees we enjoy seeing every day. We are opposed to this project for obvious reasons, but there are other reasons too. Here is our list: 1. This 8-lane elevated roadway passing near our front doors will severely challenge our enjoyment of our homes' peace and quiet. Noise from the years of construction this project will require will be severe. 2.Hundreds of acres of trees and natural habitat for wildlife will be destroyed in the process. There may also be evidence of human occupation by ancestral Texas native peoples on this land that would be forever lost to discovery if this roadway is built. 3. Construction and later use of this roadway will create collateral pollution and will spill out onto adjacent land and into the East Fork of the Trinity River. 4.Perhaps most important, we fail to see the real need for constructing such a roadway at all. The traffic snarl on US 380 in McKinney, bordering East and West sides where it intersects US 75, is caused by local traffic and businesses, not vehicles "passing through" McKinney. This bypass loop will not eliminate any of the traffic problems that US 380 in McKinney has experienced for years. Booming business growth on US 380, especially on the west side of US 75, is to blame for the traffic problem. Local traffic will continue to use US 380 to access these business and services, regardless of the availability of a loop around McKinney this project proposes. The traffic problem on US 380 will remain, even if this loop is built. 5.Lastly, if this project is approved and moves forward despite opposition from local residents like us, the cost of building an elevated 8-lane roadway across soggy river bottom land of the East Fork of the Trinity River will be astronomical. The low cost of acquiring this real estate will be washed out by the extreme cost of construction for this project. This is a complete waste of public funds, especially when there are other alternate locations for this project on more stable real estate than across a river bottom in an identified Texas flood plain. We thank you for this opportunity to express the reasons for our opposition for the US 380 McKinney Bypass Project and appreciate your consideration. Please contact us if you have any questions. Philip & Joann Mahon / 4105 Linwood Avenue Collin & Brooke Sanders / 4101 Linwood Avenue Roberto & Katie Hern / 4109 Linwood Avenue Willow Wood Subdivision / McKinney, TX 75071 Email contact: pmahon52@gmail.com
391	Phillip Blackmon	2/5/2021	Survey	I am very against the new proposed routes that run through Prosper, TX. With existing schools, planned schools and neighborhoods the increased noise, pollution and safety are key to my reasoning. Prosper has planned for this expansion along 380 and if McKinney or companies don't want it along 380 they should help acquire and find solutions within their own community. I still believe a mix of fixing 380 and moving to the Collin county outer loop is a better option all together.
392	Phillip Dailey	2/5/2021	Survey	I believe the Red B Route and Red E Route are incredibly disruptive to the town of Prosper's economic portfolio and am strongly opposed
393	Rachel Krider	2/5/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
394	Rachel Oppenheimer	1/31/2021	Survey	As a homeowner on 1827 I would like to vote for option Focus Area 3, Option D, to displace far fewer residents. Better environmentally, best use of land, and reduces traffic noise to surrounding residences.

Comment Number	Commenter Name	Date Received	Source	Comment Topic
395	Rachel Oppenheimer	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
396	Rally Motorcycle Service	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
397	Randy and DeeAnn Carr	2/1/2021	Survey	February 1, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
398	Rebecca Brubaker	1/31/2021	Email	Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Rebecca Brubaker 7555 Cormac St McKinney Tx 75071 214-455-6697
399	Rebecca Esterwood & Gary Sanders	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
400	Regan Siebrecht	2/5/2021	Survey	Keep 380 on 380. Prosper shouldn't have to change their town plans because McKinney didn't plan for the future.
401	Renee Schallmo	2/5/2021	Survey	Why must this route transect Prosper? Why isn't any of it going through McKinney? Why is this allowed so close to two schools being built? If it must happen, then option A would be better as it would be further from the high school
402	Renee Schallmo	2/4/2021	Survey	Keep the 380 expansion OUT of Prosper! It's not fair that Prosper should be punished for McKinney's failure to plan appropriately!
403	Rhett Preston	2/5/2021	Survey	I oppose the Brown and Gold Routes or any route that runs through undeveloped land in Prosper as the people there have spoken multiple times. They want 380 on 380, McKinney doesn't want that, so cut through their ETJ if you must.
404	Ricard & Pamala Weibley	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
405	Ricard Randall	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
406	Richard and Ellen Landel	2/4/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. My husband and I have lived in Tucker Hill for almost 5 years and would be directly impacted by a bypass that would route in front of Tucker Hill. Our backyard backs up to 380 and while we were very much aware of a busy highway behind us the buffer we have right now serves us well. However a much wider footprint from a limited access highway in that same space would bring the highway within a stones throw of where we are living.
407	Rick, Sherri,& JD Eubank	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
408	Rob & Amanda King	2/3/2021	Email	Dear Mr. Endres, As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Regards, Rob and Amanda King 2300 Pearl St McKinney, TX 75071 (813) 716-6426
409	Rob Stogsdill	2/5/2021	Survey	I strongly oppose any proposed routes, currently Brown and Gold, which would cut through Prosper. The increased traffic, loss of land set said for schools, negative economic impact and loss of taxable revenue would directly impact our community. Additionally, any route proposed to cut through Prosper would be in direct conflict with both our Town Master Plan and with the multiple resolutions put forth by our Town Council. While I appreciate McKinney not wanting to have it go through their land, their lack of planning should not be pushed off on Prosper or any other community. The fact they are pushing for this is upsetting. If Prosper tried to impose a plan to decrease their tax revenue and eliminated land which was designated for schools and a cemetery, it wouldn't even be a discussion, so why should this be?
410	Robert Draper	2/5/2021	Survey	The city of McKinney's push to buy land which forces a use of an alternative route through Prosper neighborhoods is both offensive and malicious. My neighborhood, in particular, would be significantly impacted despite the original plan being set far away from 380 on purpose....in essence they planned ahead and now the city of McKinney wants to punish us for their failure to plan.
411	Robert Noel	1/26/2021	Survey	I disagree with the plans that goes through Prosper (Gold and Brown plans). There are already several developments and planned developments that would be affected by these plans.
412	Robert Purser	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
413	Robert Welch	2/5/2021	Survey	I oppose the Brown and Gold Route Prosper has adamantly opposed it. Do not penalize the Town of Prosper and extant homeowners because the Town of McKinney failed in their responsibility to plan ahead, like Prosper did.
414	Roberto Hern	2/1/2021	Email	Dear Mr. Endres: Our 3 households wish to register our opposition to the US 380 McKinney Bypass Loop, as it is currently proposed and being considered by TxDOT. We are next door neighbors and live in Willow Wood Subdivision in McKinney, TX. We have all moved in to 3 separate adjacent homes within the past few months. We have enjoyed the peace and quiet and closeness to nature our homes provide. Our front doors open to acres of trees and river bottom land, just north of the East Fork of the Trinity River. Imagine our shock in learning that our TxDOT is considering an 8-lane, elevated roadway that will pass a short distance from our front doors and totally eliminate our peace and quiet and wonderful trees we enjoy seeing every day. We are opposed to this project for obvious reasons, but there are other reasons too. Here is our list: 1. This 8-lane elevated roadway passing near our front doors will severely challenge our enjoyment of our homes' peace and quiet. Noise from the years of construction this project will require will be severe. 2.Hundreds of acres of trees and natural habitat for wildlife will be destroyed in the process. There may also be evidence of human occupation by ancestral Texas native peoples on this land that would be forever lost to discovery if this roadway is built. 3. Construction and later use of this roadway will create collateral pollution and will spill out onto adjacent land and into the East Fork of the Trinity River. 4.Perhaps most important, we fail to see the real need for constructing such a roadway at all. The traffic snarl on US 380 in McKinney, bordering East and West sides where it intersects US 75, is caused by local traffic and businesses, not vehicles "passing through" McKinney. This bypass loop will not eliminate any of the traffic problems that US 380 in McKinney has experienced for years. Booming business growth on US 380, especially on the west side of US 75, is to blame for the traffic problem. Local traffic will continue to use US 380 to access these business and services, regardless of the availability of a loop around McKinney this project proposes. The traffic problem on US 380 will remain, even if this loop is built. 5.Lastly, if this project is approved and moves forward despite opposition from local residents like us, the cost of building an elevated 8-lane roadway across soggy river bottom land of the East Fork of the Trinity River will be astronomical. The low cost of acquiring this real estate will be washed out by the extreme cost of construction for this project. This is a complete waste of public funds, especially when there are other alternate locations for this project on more stable real estate than across a river bottom in an identified Texas flood plain. We thank you for this opportunity to express the reasons for our opposition for the US 380 McKinney Bypass Project and appreciate your consideration. Please contact us if you have any questions. Philip & Joann Mahon / 4105 Linwood Avenue Collin & Brooke Sanders / 4101 Linwood Avenue Roberto & Katie Hern / 4109 Linwood Avenue Willow Wood Subdivision / McKinney, TX 75071 Email contact: pmahon52@gmail.com

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
415	Robin Brown	1/31/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
416	Robin Brown	1/31/2021	Email	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Thank You, Robin Brown Realtor, Coldwell Banker Apex Mobile: 214-529-6215 Email: Robin@TheBrownHomeTeam.com
417	Roger Barfield	2/4/2021	Survey	I've lived in Prosper since 2013 and also have my small business here. The new proposed bypasses continually cut through and disrupt communities that were established without such construction. Please do our community right and fix 380 on 380. Anyone who purchased property on that road knew what they were buying. As a resident of Rhea Mills, my wife and I moved here to get away from the constant roar of cars and polution. These bypass proposals simply bring that problem out into areas it doesn't belong. They will do great harm through noise, light and air pollution. I already hear the roar of Custer road and airplanes that fly over. Please leave this area out of your plans. Let us have what peace and quiet we can. Don't place this highway next to schools and neighborhoods against their will. In addition don't kill what growth opportunities we have in Prosper. A bypass that cuts through here will do just that and lower our property value. It is just not right. Please, please do not entertain any of these proposals and fix 380 where it sits.
418	Ron Giblin	2/5/2021	Survey	I oppose the bypass plan. There is an existing comprehensive plan that adequately addresses the flow of traffic. It would seem that special interest want traffic rerouted to help them profit through increasing real estate prices, while penalizing private land owners being forced to surrender right of ways.
419	Ron Justice	1/31/2021	Survey	I completely disagree with the 380 extension as represented by the brown and gold routes that cuts through and divides a major section of Prosper and runs right next to my home. Please make 380 a limited access highway; this is by far the best solution.
420	Ruth Kabel	2/5/2021	Survey	To whom it may concern: I am a citizen of Prosper, Texas and am begging you to stick to your original 380 bypass route of Red Route A - not running through Prosper (chosen in 2018) as the route that you ultimately choose to build. Why? Prosper should have the right to define and chart its own future developments and land usage as stated in all 5 resolutions passed by the Prosper Town Council. I agree with these resolutions 100%. These newly proposed Red Route's B & E would surely see the rise in traffic, increased noise, more air pollution, decreased safety and lowering of property values that a freeway could bring. It would hurt our community in a long lasting tangible way and so I am against it. Please stick with your original plan of Red Route A. Sincerely, Ruth Kabel
421	Ryan Yun	1/24/2021	Survey	Please do not build on route F (on existing 380). Please use by-pass route (route E). Having another major west and east road (existing 380) on top of new west and east highway (route E) would relive the most congestion.
422	Sabrina Moffitt	1/21/2021	Survey	Looking for more information on the project. This appears to go through the property on Audie Murphy. I can get the exact lot and area if needed. Thanks Sabrina Moffitt sabmoff@yahoo.com 214-791-5846
423	Salvador & Julia Sifuentes	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
424	Sam Rodriguez	2/5/2021	Survey	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
425	Sarah nordman	2/5/2021	Survey	I do not support bypass route going through Prosper, TX. There is currently a school and other planned growth coming to prosper in the immediate area where one of the new route is prosper (Custer road and 1st street intersection).Most logical path is to keep 380 on 380 opposed to having a bypass intersect through Prosper.
426	Sarah Oliver	2/5/2021	Survey	Please keep 380 on 380. The new proposed routes will adversely effect Prosper. It would cut through residential areas as well as run right beside and elementary and a high school.
427	Sarah Reyna	2/3/2021	Email	As a resident of McKinney, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Sincerely Sarah Reyna
428	Sarah stocking	2/5/2021	Survey	I am a parent with a child that is going to attend founders classical academy prosper at first st. and Custer rd. I am opposed to the gold alternative and the brown alternative. I feel that a road of such magnitude should not be near a school and also I feel that it is important to not shut down the school for a road to be built. Please find another alternate route for 380 bypass.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
429	Scott & Patrice Martin	2/5/2021	Survey	We have grave concerns over any plans that impact the the Town of Prosper, specifically involving First Street / Custer Rd area (Whitley Place) in Prosper (eg Gold Plan). Concerns regarding Our Community: Whitley Place ("WP") & the Surrounding Area: 1. Residents will lose the quality of life in WP due to noise and dust/vehicle pollution. 2. Freeway will have a negative impact on walkways and paths in WP (they would be removed or reduced) which impacts health and well being of the residents of WP. 3. This has a negative impact on property values in WP. 4. Concerned about safety of the neighborhood, being so close to this bypass (accidents, crime, etc.) 5. Concerned about the relocation of our beautiful and historic cemetery, Walnut Grove which has many graves that are over two centuries old, There is also Founders Academy, a charter school now under construction to be completed later this year, and relocation of many proposed neighborhoods in Prosper, affecting thousands of homes. 6. Impact on planned roadways in Prosper to handle traffic, specifically, the new high school on First Street. 7. Impact on construction of the new high school that is sorely needed to handle the additional population. Personal Concerns: 1. Dust and vehicle pollution on the quality of life particularly my chronic asthma and allergies. 2. Noise pollution affecting quality of life specifically entertaining guests in our home and backyard, as well as impacting our sleep. 3. We are senior citizens and this creates problems for us. I will be in my late sixties to early seventies when the project is. completed. My wife will be in her mid-sixties. We plan to retire here and fear being displaced from our home. 4. Impact on the value of our home-- we have invested in many upgrades and this home is our primary investment for the future.
430	Scott Benson	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
431	Scott Brown	1/25/2021	Survey	However, my personal vote is to keep 380 on 380 on Segment F. In 2020, the TxDOT Feasibility Study recommended the purple alignment after many years of studies, meetings, and citizen inputs. This alignment has US 380 staying on 380 in the Town of Prosper as the Town of Prosper has continually expressed its wishes through its five Resolutions. Prosper does not have a lot of commercial and residential development, especially compared to McKinney, and has been very intentional in planning for their future expansion by not building too close to 380 to allow 380 room to expand. McKinney failed to plan for what it has known for years to need by allowing building to occur too close to 380, and now wants to shift the consequences on their failure to plan onto Prosper, which has a much smaller tax base to support our Town. The new brown and gold alignments that have the new B segments that go through Prosper go through a School that is currently under construction, a Cemetery that will be built this year, and what looks like 4 different Residential neighborhoods. Not to mention it would still go close by Mane Gait, which serves children with Special Needs and Veterans, 2 protected classes, and a big reason why a segment through Prosper was rejected in the first place. I don't know why after YEARS of study and inputs you would reverse your findings and bend to a larger city's will just because they complained more. Please do not allow McKinney to shift their failure to plan for their future onto Prosper who has meticulously planned for our future, and only allow a Limited Access Roadway in the Town of Prosper. If McKinney wants a Bypass so much they can have Segment A, which was already approved by TxDOT.
432	Scott Clayton	2/5/2021	Survey	Keep 380 on 380. Not Prosper's fault McKinney had poor planning.
433	Scott Oberle	2/4/2021	Email	Mr. Endres, I have provided feedback on several previous occasions, however you have again asked for comments so I will provide my opinions once again. I am strongly opposed to the current 380 corridor between Custer Road and Highway 75 being converted into a controlled access freeway with access roads. Additionally, I favor either the new Option B Route - Brown Alternative or Option B Route - Gold Alternative. My wife and I are residents and homeowners in Tucker Hill, residing very near the intersection of Tremont Blvd. and 380. If the existing 380 roadway were to be converted to a controlled freeway with access roads, the negative impact to the quality of life, as well as the safety and welfare of the many residents living in close proximity to the existing Hwy 380 between Custer and Hwy 75 would be significant, and would far overshadow any improvement to the traffic flow. Additionally, too many businesses on or near this corridor would be negatively impacted by the expansion, and many would probably not even survive the construction process, let alone be accessible and viable if they did survive. Lastly, it is my understanding that the City of McKinney passed a resolution on 12/15/20 supporting either the Option B Brown or Gold Routes, noting that of the options presented, these were the least expensive and the least disruptive to the residents of McKinney. I support their resolution and believe the resolution of our City Council warrants strong consideration. Most Sincerely, Scott Oberle Scott.Oberle@geappliances.com 469-223-4226
434	Scott Stadler	1/28/2021	Survey	As a resident of McKinney, and near the affected area, I support improving segment F only. Keeping the freeway in the existing footprint of the current US380. I am against all other options rerouting US380 through or near existing neighborhoods. If that is not feasible, don't improve US 380 at all. Build a compleatly new freeway north of Anna connecting DNT with US75. Thanks.
435	Shannon Bettencourt	2/4/2021	Email	Mr. Endres - I write today in regard to the US 380 project from Coit Road to FM1827 in Collin County, Texas. The newly presented bypass alternatives, Gold and Brown, do not appear to be a logistical option. Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a Texas State Charter K-12 Public School. Founders Classical Academy is in direct conflict with the proposed alternatives. These two alternatives should be removed from consideration. The Environmental Review made no reference to health effects of air pollution, particulate matter emissions, noise pollution; impacting residential properties and other parks and recreational areas. A number of public agencies and health associations have expressed concern that freeways are a major source of noise and pollutants, and those living close to major highways have been exposed to a number of health risks. The Evaluation Criteria for residential property should be revised to include "induced" displacements. Induced residential property displacement is defined as property subject to negative environmental that diminishes a property owners right to the full use and enjoyment of their property. I appreciate your time and consideration. Sincerely, Shannon Bettencourt 3850 Glacier Point Court, Prosper Texas 949-945-3234
436	Shannon Blake	2/5/2021	Survey	I am extremely opposed to the Red B and Red E route. These routes both go directly over our home and over 3 100 year olds oak trees and through beautiful land. We have 4 acres of buildable property out of our 33 acres and this obliterates all of it. Taking private property from families is wrong. McKinney is just sending their problems and mistakes of no ROE on others and farming out their mess to the county and other cities.
437	Shannon Etier	1/30/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
438	Sherry White	2/11/2021	Email	Mr. Endres, I and many others commented on the 380 Public Scoping Meeting (Jan. 21, 2021) in regard to the bypass. Citizens can only comment on what TXDOT has presented in the documents made available. On page 1 of EIS 380 Study Segments, the alignments you show appear just as originally proposed by TXDOT in 2019. However, the City of McKinney passed a resolution on Dec. 15, 2020 that, among other things, indicated their recommendation to shift the bypass connection with I75 to the south of Laud Howell Parkway (known as Spur 195 on the east side of I75). Unfortunately, this shift south would more severely impact my subdivision. Probably take out some homes, because we have very little set-back at the entrance to the HOA. My fellow residents do not deserve to be jerked around like this. I would have appreciated an opportunity to object, but I can only go by your scoping documents. Since this was merely a City of McKinney wish to change the connection with 75, does this mean their proposal has been approved by your agency? Please clarify. This is stressful for us. Thank you, Sherry White 700 Osage Dr. McKinney TX
439	Sheila Ann Stoelting	2/5/2021	Survey	I have nothing to do with TxDot. I want to voice my concerns for the proposed p[alns to construct a 380 bypass through the middle of my town, Proser. Not only should Prosper have the right to define and chart its own future developments and land usage, but the direct adverse effects to Prosper such as the immense rise in traffic, increased noise, more air pollution, decreased safety (we are in the process of building schools in the area that the road is proposed) and decrease in property values that a freeway could bring if Red Route B or E is chosen. I VEHEMENTLY oppose this road! Let McKinney figure out what to do about its lack of planning for 380, not force the good citizens of Prosper to shoulder the burden.
440	Shelby	2/5/2021	Survey	I oppose option B
441	Shelly Eckenrode	2/5/2021	Survey	As a resident of Prosper, I adamantly oppose Red Option B and Red Option E alignments. We moved our family from McKinney to Prosper partly because Prosper properly prepared for growth in its Comprehensive Thoroughfare Plan, while McKinney did not. McKinney's failure to plan appropriately should not come at Prosper's expense, especially when there are feasible routes through their city. Our children will eventually attend Prosper's third planned high school which will be located dangerously close to Options B and E, and again this shouldn't be a possibility given Prosper's foresight. Prosper is a relatively small community in acreage, especially in comparison to the neighboring city of McKinney. The land we would have to surrender to plans B and E would financially hurt our city drastically more than it would hurt McKinney due to losing a significant amount of land that could be used for commercial, as well as residential, real estate. Options B and E would ultimately destroy ManeGait, a local nonprofit organization that provides much needed therapy for individuals with disabilities. My family and I, as well as our entire community, believe that the right decision is to move forward with the Red Option A alignment, as was previously decided. Thank you for not punishing our community for another city's poor planning. Shelly Eckenrode
442	Sherry Sommer	2/1/2021	Email	Dear Mr. Endres, As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Sherry Sommer 248-390-8497
443	Sherry White	1/22/2021	Email	To Mr. Endres: In regard to the proposed freeway for 380: 1. I see that TXDOT has improved their FAQ to the extent that it explained what a "scoping meeting" is and what "EIS" means. Could I ask your agency, please, to provide a glossary of terms at the beginning of these important documents from now on?— that is, explain the acronyms in addition to other terms. I don't know what a "ROD" means, for instance. Most people aren't highway engineers and aren't fluent in bureaucrat-speak. Please try to include more at the beginning of the document. 2. To call something a "preferred alternative" is confusing — but at least you did explain what it meant. 3. For heaven's sake, doesn't anybody at TXDOT get with the traffic engineers at cities affected by this proposed freeway? Since the beginning of the COVID19 pandemic, I have timed my travel, and I can reach any point on US-380 about 25% faster than I could prior to the pandemic. With less traffic, surely there have been fewer accidents as well. I think we should ask for statistics on accidents and do traffic warrant studies for each city. 4. Further to item 3, do we really need this new bypass for 380? Has anybody had a clue to look for future trends in highway travel? For instance, I have to believe in the future, companies will be granting a great deal of flexibility to employees, where they can work from home one to two days per week, as desired. Why are we going to spend hundreds of millions of $$ unless we know the answers to these questions? 5. The current Biden administration seems determined to make the U.S. more dependent on foreign oil than ever before. We were energy-independent under President Trump.. I would like to suggest that being this dependent on foreign oil will make the "price at the pump" far less affordable for the average citizen — further making "work from home" rather than the daily commute a lot more attractive for employees. 6. At any rate, I do hope we can get past the point of "virtual meetings." Being able to do this meeting in public is invaluable. One can only hope… Sherry White McKinney TX
444	Stacey Vansant	2/5/2021	Survey	New Option B route is my suggestion. Economical and least intrusive.
445	Stan Hulen	2/5/2021	Survey	I vote no to the western-most bypass that crosses Coit. Right next to our peaceful neighborhood...which is why we moved here.
446	Stanley Youngblood	1/23/2021	Email	I am writing to provide our (my wife Margie & my) input on the proposed US 380 bypass options discussed at the 21 January 2021 meeting. As residents of Prosper, I am restricting my comments to the alternative Gold (or B) alternative that routes the bypass across the southeast section of Prosper. 1.The Gold (Alt B) option is a non-starter. This route would cut across existing residential, school, and business establishments located in Prosper. 2.The city of Prosper via five resolutions has made it clear that Prosper supports an alignment of 380 across the boundary of Prosper along the existing 380 highway. Long term planning by Prosper has enabled this alignment. 3.Prosper has made it clear, under no circumstances, would it permit any alignment of the bypass that divides the city of Prosper (refer to all resolutions). 4.The proposed Gold option (Alt B) was presented by the city of McKinney in reaction to the proposed Purple (Alt A) alignment. It defies any logic that one municipality can recommend an alternative that shifts costs and impacts to another city. McKinney's lack of long term planning should not be an excuse to override the well thought out/executed planning of Prosper. 5.As I have provided in prior inputs to TXDOT, I believe TXDOT's current alignment options for the western half of the bypass are very short-sighted. I suggest that a more feasible bypass alternative would be to come off the future North Dallas Tollway in the Celina/Prosper border following the proposed Outer Collin County loop to US 75. 6.I would urge TXDOT to accelerate construction of east/west boulevards in northern Collin County to support growing residential neighborhoods, as well as Custer, Lake Forest, and Hardin boulevard extensions into northern Collin County. I point to Plano's excellent east/west and north/south boulevards in the western half of Plano as an example of effective traffic solutions. In closing, we reiterate that we are strongly opposed to any TXDOT proposal that divides Prosper city by the US 380 bypass.
447	Stefanie Johnson	2/5/2021	Survey	I oppose the Brown and Gold Route
448	Stephanie Adkins	2/5/2021	Survey	The US 380 alternatives will be extremely disruptive to our community. Please keep US380 as is and do not cut through neighborhoods.
449	Stephanie Ceccarelli	2/5/2021	Survey	I OPPOSE the new proposed 380 bypass Red Routes B or E! This is a direct impact to my town and home which is off of Frontier Road and very close to this! My children will attend the new PISD high school on First Street! There will be a rise in traffic, increased noise, more air pollution, decreased safety and detrimental lowering of property values if Red Route B or E is chosen! Please consider the needs and wellbeing of the residents and rule these alternatives out!

Comment Number	Commenter Name	Date Received	Source	Comment Topic
450	Stephanie Hecke	2/5/2021	Survey	The safety of our children is very concerning. It is simply not an option to dump a bypass next to two schools. One with elementary aged students and the other with student drivers.
451	Stephanie Hockemeyer	2/5/2021	Survey	I am strongly against the proposed expansion of 380 in Prosper. I moved here 3 years ago for a reason and did not choose McKinney or Frisco. Now McKinney can come bully Prosper and dump their traffic problems and mess up Prosper. There has to be another way than stealing land through Prosper to make McKinney run better!! This is not the solution and an outer loop not running through our town must be considered.
452	Stephen Geiger	1/21/2021	Email	Mr. Endres, Given today's announcement of the public scoping meeting for the US 380 Project, I wanted to inform TxDOT of a pending CCN case for a possible transmission line project that is currently before the Public Utility Commission of Texas (PUC) and is located in the "US 380 from Coit Road to FM 1827 Study Area". At this time we do not know the alignment of the route approved by the Commission and it will not be known by the comment period deadline of 2/5/2021. If you have any questions, please don't hesitate to contact me. Thank you, Stephen Geiger
453	Stephenie Dellenbach	2/5/2021	Survey	We do not want the new routes through Prosper. We live along First Street and do not want another major running through this area. Improve the 380 on the 380 please or move options to not run through Prosper and finish out in McKinney.
454	Stephenson Terry	1/30/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
455	Steve Donnell	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
456	Steve Goodman	1/29/2021	Email	Mr Endres Please respond and Confirm that the Jan 21, 2021 Virtual Meeting was to hear Final Comments on the Proposed Location of the 380 By Pass to the North of McKinney City Limits. That Location to the North is where the 380 By Pass will be built--Correct? Please advise and attach a Prelim Plan if available Steve Goodman
457	Steve Pettit	1/25/2021	Email	Josh, Thanks for following up so quickly. Proposed Segments A, B, C, and D all cross Irving's 72-inch raw water main. Segment B shows to have a direct conflict with a 2-inch ARV on Irving's 72-inch raw water main which can't be relocated without relocating the line. Also, Segment C gets really close to a 4-inch ARV on Irving's line which can't be relocated without relocating the line. Would it be possible to set up a conference call next week to discuss this? The afternoons of February 2nd and 4th look to be open for Irving staff. Can you see if a call might work either of those afternoons to discuss this? Thanks, Steve Pettit, P.E. | Assistant Water Utilities Director City of Irving | Water Utilities 333 Valley View Ln., Irving, TX 75061 P: (972) 721-3538 spettit@cityofirving.org | CityofIrving.org
458	Steve Pettit	1/22/2021	Email	Josh, I hope this finds you well and that 2021 is treating you well so far. I watched the youtube video public meeting regarding the US 380 EIS relating to the segment between Coit Road and FM 1827. I have a question regarding Segment B, which from watching the video seems to be a new alignment. It appears to be in real close proximity to Irving's 72-inch raw water main where it crosses Custer Rd. Can you send me a .kmz file for the alignment of Segment B? I just want to see Segment B in relation to our 72-inch and confirm there is not a conflict. Thanks in advance for the information.
459	Steve Remington	2/3/2021	Email	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, please accept this official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Stephen and Mary Remington 7405 Townsend Blvd McKinney, TX 75071 214-957-8544 sremington99@gmail.com
460	Susie Miles	1/22/2021	Email	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 way....prime example is loop 288 on northside of Denton...no cars are ever on it....Second there is less number of residential property's impacts and displacements as well as future developments and costs. It meets all the criteria mobility, travel, safety and future economic growth. With Covid-19 our work habits will forever be altered. Those that can work from home will more then likely continue to work from home in some form..... weather it be full time or part of the time. I know that there is a small group that want to make McKinney the next DFW or Dallas but the charm to this city .. .the attraction tothis city is the country side. I have opened a VRBO rental on the property so I can share my love for the county side. It is now my sole income since Covid-19. My property has been in my family for 67 year and I am struggling to keep it for generations to come.
461	Susie Miles	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
462	Tabitha Armstrong	2/5/2021	Survey	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
463	Tamira Griffin	1/30/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of McKinney, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of existing homes and businesses. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. Continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
464	Tara L Watkins	1/27/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change.
465	Tara Royal Equestrian	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
466	Tarik Algam	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
467	Ted Farrington	2/4/2021	Survey	To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
468	Terri	1/30/2021	Survey	I think the bypass needs to go further north as to not impact the heatherwood development. If it is built then the speed limit should be kept at 50 miles per hour. Not 70. There are children and schools nearby. It's not right that the road on bloomdale will avoid other developments but come so close to Heatherwood. 380 still needs to be expanded as well as have street lights put up. It is hard to see when driving on it.
469	Terry & Kimberlee Keel	2/5/2021	Email	Submitted as part of the Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
470	Terry & Lori Crowder	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
471	The Rose Mary Barn	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
472	Thomas and Sheri Titus	2/4/2021	Email	Dear Mr. Endres; Thank you for the additional information related to the options for US 380 expansion. My wife and I are encouraged to see Alternate Route B being proposed/considered in the scoping material. The announcement last year of Alternate Route A was very disheartening. The only way I look at Route A as being feasible for either the 340 foot or 400 foot configurations would be to go underground from Ridge Rd. to a half mile West of Custer Rd and have the express lanes be on top as the existing 380. Route B seems to be a better alternative from the Engineering, Environmental, and Community criteria listed in the presentation. Route B, also seems to be more in line with the concept of a bypass as it eliminates the 90 degree bends of Route A. We are definitely supporters of the Route B proposed. Sincerely Thomas and Sheri Titus
473	Thomas Titus	2/4/2021	Survey	We are encouraged to see Alternate Route B being proposed/considered in the scoping material. Route B seems to be a better alternative from the Engineering, Environmental, and Community criteria listed in the presentation. Route B, also seems to be more in line with the concept of a bypass as it eliminates the 90 degree bends of Route A. We are definitely supporters of the Route B proposed.
474	Tiffany Cartwright	1/21/2021	Survey	Please consider the traffic and potential lost revenue for businesses along 380 if nothing is done, or if they try to expand it along its current route. Option B would seem more realistic, given the importance of Custer as a crossroad.
475	Tiffany D	1/31/2021	Survey	As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.
476	Tiffany Schaefer	2/4/2021	Survey	I do NOT want any routes through Prosper due to high traffic, property values decreasing and the harm it could bring our children with the new proposed routes being by the new elementary and high schools. I do not want new drivers on highways just to get to school. Prosper has already decided to keep these roads out of Prosper let our town decide it's own future and values for our properties and safety for our children.
477	Tina & Ron Pinotti	2/5/2021	Email	Hello, my name is Tina Pinotti and I am a resident at the Willow Wood development here in NE McKinney. My husband and I moved to the North Dallas area five years ago with a company relocation. What we loved most about McKinney was the beautiful, rural feel with its greenbelts, trees and walking paths. After renting for four and a half years, we chose to remain in McKinney, where we built and bought our first home - selecting the location BECAUSE of the location – we chose our lot because of the woods and greenbelt that we are backed up against. We were assured that the East Fork of the Trinity River would not be developed or built upon, as it is a flood plain. We were horrified to find out about the bypass. Even more horrified to find out just how much nature would be affected by the building of this bypass, and how it will destroy the natural habitat of the wildlife all over this lovely community. The promise of "Unique by Nature" being bulldozed and destroyed to put in a 10-lane highway… it would be destroying the very essence of what the City of McKinney is all about. This highway would only bring more trash, noise, congestion and pollution to our beautiful area. Our family is whole-heartedly opposed to the building of this bypass and will do everything in our power to prevent this project from moving forward. This project would be disastrous to our community – McKinney's "Unique by Nature" would be gone forever and the devastation would be irreversible. We were finally able to own a home where we hope to retire and live the rest of our lives - please do not rob us of our peaceful home and the dreams of our future, don't take away what my husband and I worked so hard to achieve. The City of McKinney has worked so hard to keep from being an over-saturated wasteland - building the bypass would be wrong for our neighborhood and the community - We ask that you please reconsider building this bypass, as currently proposed. Please feel free to contact me should you wish to discuss the matter further. Thank you. Tina & Ron Pinotti (310) 490-4046 – Tina's Cell (818) 209-3560 – Ron's Cell
478	Tina Marr	2/5/2021	Survey	The focus on this area is very narrow. Study the additional roadways north that could relieve traffic on 380. Guess what? There are not any east-west thoroughfares currently or in immediate timelines. IF the focus would widen to the overal health of the road in Collin County and building the infrastructure it would immediately relieve traffic on 380 for those of us living north. An additional highway in the area now would still not help traffic there needs to be focus on infrastructure by McKinney and Collin County. They are continuing to welcome developments and making them pay for patchwork roadways instead of focusing on an infrastructure plan. They need to take some notes from how Frisco handled their growth by working to stay ahead of it with the roads. Not just focusing on the current roadways, but the overall development of roadways in the area would show this will be unncessary by the time it's built anyway if McKinney and Collin County would start working on streets now.
479	Todd and Traci Holcomb	1/31/2021	Survey	January 31, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position. Todd and Traci Holcomb
480	Todd Folkerts	2/4/2021	Survey	NO to the Gold or Brown option with B or A in Focus Area 1 as this will cause great disruption in our neighborhoods. Green option F is the most preferred to allow focus on expanding the existing 380 corridor. Prosper and McKinney have plenty of space to expand 380 in it's existing location.
481	Tracy Thomas	2/5/2021	Survey	Please drop all bypass routes. Mckinney has a comprehensive plan that would solve this. Force their hand to go back to it to build out roads to six lanes on major roads north of 380. Txdot saves money, the taxpayers save money and residents don't lose their homes. Collin County is already working on the Outer Loop anyway which would be not far from the bypass. Makes no logical sense to have a bypass so close to the Outer Loop.
482	Trevor Baucom	2/5/2021	Survey	If the purpose of this project is to create a high speed linen of communication to bypass the congestion and reduce congestion on 380 then it seems that it would make sense to have the bypass go from US 75 and have it terminate at the DNT. On/off ramps would be located at all of your north/south lines of communication like Preston, Custer, Coit etc. This route could potentially be constructed with less interference to existing housing. It would reduce more congestion on 380 and it would more effectively bypass 380. The current proposal doesn't bypass enough of 380 to justify the expense. Please reach out to me, I am more than willing to show up in person and detail my thoughts.
483	Trish Dichiara	2/5/2021	Survey	January 30, 2021 To: Mr. Stephen.Endres@txdot.gov As a resident of Tucker Hill, I hereby make an official statement in support of the new Option B route (Gold or Brown Alignment) identified in your scoping meeting presentation on January. 24, 2021, and supported by the city of McKinney in their resolution passed on December 15, 2020. This option provides the least expensive and less disruptive route of all of those considered. The prior B route should also continue to be considered if necessary. Your recent 380 scoping meeting presentation also requested comments on the EIS study being conducted. I have significant concerns about the three dams in the vicinity of Highway 380, two North of 380 and one South of it just West of Stonebridge Drive. These should be investigated thoroughly for environmental impact. The environmental constraint map indicating the area around Lake LaCima and its outflow waterway on the map may prove a significant challenge for a potential depressed highway in front of Tucker Hill. If depression is not an option, I request that further studies and mitigation efforts be made, including choosing an alternate route. I also have concerns regarding pre and post-construction air and noise pollution to Tucker Hill regarding option A. I request that more expansive and rigorous study methodologies be employed rather than the minimum regional requirements that I understand to be in place today. I further ask that any detriments found to Tucker Hill be mitigated using the most stringent standards for our community's health and safety. If option A is chosen, it is also imperative that we have a second entrance and exit before the beginning of any construction activities. Finally, continuing the study of expanding 380 to a limited-access freeway through McKinney is a waste of taxpayer's money. There is no evidence supporting this as a viable option both in costs and the number of residential and business displacements. In addition, the city of McKinney along with their biggest employer Raytheon have opposed this option. I request that taxpayer dollars not be allocated towards this effort. Thank you for taking the time to consider this letter and my position.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
484	Vicki Riddle	2/5/2021	Survey	Prosper should have the right to plan its own business and road development. Prosper has worked with TX Dot in the past and has planned it's growth and development based on those plans by TX Dot. Prosper is one of the fastest growing cities and school districts in the state. These new alternatives would directly impact schools that are currently being built. Prosper needs these schools to keep up with the population growth of the area. Please keep the bypass out of Prosper.
485	Victor Boelscher	2/5/2021	Survey	No to red route e and red route b. Please see the previous five resolutions passed by Prosper.
486	Walton & Jenny Boyco	2/1/2021	Voicemail	This is Walton & Jenny Boyco and we live at 7309 Stanhope Street in Tucker Hill edition in McKinney and our phone number is 903-563-4839. We wanna go on record as officially supporting the option "B" route, gold or brown alignment identified in the January 24th meeting and supported by the City of McKinney. Thank you.
487	Warren Nelson	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Expand/Improve Existing US 380 Corridor (Green Build Alternative) 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
488	Wes Kouba	2/5/2021	Survey	After relooking at the options, Option A seems the most plausible and not using Custer.
489	Wes Kouba	2/5/2021	Survey	I have family in east Texas and it is a real pain trying to get through McKinney on 380. My best suggestion is that the loop should begin at where Custer t's into Frontier and cut north of McKinney and come back into 380 on the east side of Princeton before the lake. A real loop with no stop lights just exit and on ramps like the toll way.
490	White Horse Ranch, LLC	2/5/2021	Email	Submitted as part of the SH 5 to FM 1827 Feedback collected and provided by local residents dated February 5, 2021. 1. Supported Improvement Plan: • Build a Bypass around Existing US 380 Corridor 2. Acceptable Bypass Segments/Alternatives: 2a. SH 5 to FM 1827: • Segment D (Purple/Gold Build Alternatives) 3. Community Values: • Although TxDOT's initial evaluation indicates Segment D may cost more or have more floodplain impacts than Segment C, Segment D is the best bypass segment for the community because: • It affects substantially fewer people, properties, and business than Segment C • It protects the environment by affecting less forested land and trees than Segment C
491	Whitney Martinez	2/5/2021	Survey	In complete opposition to the gold and brown routes being proposed that would go directly through or over private property!
492	Will Telford	2/5/2021	Survey	I am appalled that new routes are still being proposed for this project. It's irresponsible and is already depressing property values in prosper. In short, 380 expansion needs to lie on the existing 380 route through prosper. Prospers development plans and tax base depend on it. McKinney knew long ago that 380 needed to be expanded, but through incompetent leadership took no action to prepare. Now they would like to push their problem on to prosper. I have no opinion on where 380 goes once it leaves Prosper city limits. If McKinney's poor planning requires a bypass, then McKinney can bare the brunt of re-routing 380. Routes through prosper look to cut in to Prospers tax base, destroy a cemetery, destroy two schools, destroy a facility catering to disabled children, lower residential property values, and bring excessive pollution to established neighborhoods. Continuing to evaluate routes through Prosper is incomprehensible.
493	William Beavers	2/5/2021	Survey	I continue to support keeping 380 on 380... Prosper has remained firm in the fact that we do not wish to have a highway running through our town on the east side. If McKinney wants a new highway they should have it run through their town.
494	William Darling	1/6/2021	Letter	This new proposed Brown/Gold US 380 route came as a surprise to our organization after TxDOT had identified MainGait as a "key community resource" due to our client base in 2019. With the new proposed Brown and Gold alignment approximately 400 feet from the MainGait property, that proximity to the freeway imposes inverse condemnation or a "Business Induced Displacement" due to noise and air pollution emissions. ManeGait would not be able to continue operations in our current location without personal risk to our clients as well as their therapists, the horses. If relocation is necessary, I have grave concerns that hardships would be placed on our clients and volunteers that may present the issue of even continuing our program in a new location. This location has allowed ManeGait to become a beacon in the community for thousands of residents in North Texas. With our service to over 150 clients weekly and our plans to expand facilities to serve over 400 special needs clients we are looking forward to the decision, so all the uncertainty is not a deterrent to the program or expansion. Please remove the proposed Brown and Gold alignments so MainGait can continue to carry on its mission serving the disabled, children, and our Veterans. Thank you for your attention to this letter and for understanding the very difficult position this proposal puts our mission to serve those that have such needs.
495	William Phillips	1/27/2021	Email	Dear Mr. Endres, I am writing out of concern about the latest alternatives being proposed for the 380 improvements. The brown and gold proposals would run adjacent to my neighborhood and would be immensely disruptive to the peace and quiet currently enjoyed by my neighbors in Whitley Place. I am very worried that my property values would significantly plummet and the huge increase in traffic would be a danger to the area. I urge you to consider the other proposed routes which avoid construction in Prosper. Thank you for taking my communication into account. Sincerely, William Phillips 280 Aurora Way Prosper, Tx 75078 214 783 3915
496	Wilmer Hoffman	2/5/2021	Survey	I do not think any of the alternative options should be considered that cut through Prosper. Having this big of a project/freeway would provide an unsafe environment for the children in the area that attend schools. The new high school would be in very close proximity to this freeway. Prosper should have the ability to decide how to expand its city and utilize the land within city limits. In addition to the safety concerns, this would for sure bring more traffic to Prosper which in turn brings more pollution, potential for damage, and overall stress to multiple commuters.
497	Yasmin Shawwa	1/21/2021	Email	Dear Mr. Endres, Our Commercial Property Ref: Approximately 2 acres situated on 8300 Block at north of W. University Dr. East of Custer and West Stonebridge Dr. We viewed the recorded video of TxDot virtual public scoping meeting that was held on Thursday, January 21, 2021 for multiple proposed alignments for US Hwy 380 from Coit Road to FM 1827. We kindly request your approval and consideration of our comment on the project as we support segment B to the west side of Custer Road which is illustrated and outlined in both brown and gold routes/alignments. These 2 alignments (i.e. Brown & Gold) will preserve and protect our commercial property and business from loss of our business, tenants, employees and relocation. Thank you in advance for accepting and considering our request. Sincerely, Yasmin Shawwa
498	Zachary Krider	2/5/2021	Survey	Founders Classical Academy, located on the southwest corner of First Street and Custer Road in Prosper, is a tuition-free Texas State Charter K-12 Public School. Founders Classic Academy is in direct conflict with the proposed Brown and Gold bypass alternatives. This State chartered public school site presents an insurmountable constraint for the Brown and Gold alignments to be considered as a bypass alternative. The Brown and Gold bypass alternatives should be removed from consideration and from the EIS's scope of work. Public notice should be given of the change. Additional Comments: "TxDOT's recommended alignment was based on the data collected during the Feasibility." (01/21/2021 Scoping Mtg.) There are two issues omitted from the Feasibility Study that require comment and correction. • Evaluation Criteria; The Evaluation Criteria for residential property should be revised to include "Induced" Displacements. Induced Residential Property Displacement is defined as property subject to negative environmental (air pollution, particulate matter emissions, noise pollution, et al.) that diminishes a property owners right to the full use and enjoyment of their property... Inverse-condemnation. (Pamela B. Stein, The Price of Success: Mitigation and Litigation in Airport Growth, 57 J. Air L. & Com. 513 (1991) https://scholar.smu.edu/jalc/vol57/iss2/6) • Environmental Review: The Environmental Review made no reference to the health effects of air pollution, particulate matter emissions, noise pollution, et al., impacting residential properties, including Erwin Park and other recreational areas. A number of public agencies and health associations have expressed concern that freeways are a "major sources of noise and pollutants, and those living close to major highway have been exposed to a number of health risks.
499	Zak Krider	2/5/2021	Survey	It should be noted the the mayor of McKinney stands to benefit from this alignment as he owns a development company within Stonebridge (https://www.fullercustomhomes.com/team) (https://www.adriaticavillage.com/georgefullercontracting) which looks to be in conflict with texas transportation code 201.811(a)(5)
500	Name Not Provided	2/5/2021	Survey	I am a parent with a child that is going to attend Founders Classical Academy Prosper at First St. and Custer Rd. I am opposed to the gold alternative and the brown alternative. I feel that a road of such magnitude should not be near a school and also I feel that it is important to not shut down the school for a road to be built. Please find another alternate route for 380 bypass. Thank you.

CSJs: 1035-02-065, 1035-03-053, and 0135-15-002 US 380 McKinney – Coit Road to FM 1827
Virtual Public Scoping Meeting Comment Matrix
Thursday, Jan. 21, 2021 at 6 p.m. - Friday, Feb. 5, 2021

Comment Number	Commenter Name	Date Received	Source	Comment Topic
501	Name Not Provided	2/5/2021	Survey	I am opposed to both the new Gold and Brown routes cutting through Prosper. There are many reasons why I strongly oppose this including, higher traffic, noise pollution and loss of land for land planned improvements in Prosper. Among these are a high school, a Christian academy, a cemetery and housing developments. These new options proposed directly negatively impact Prosper's Development Plan. The town of Prosper has now passed 5 resolutions opposing any by pass that will go through Prosper.
502	Name Not Provided	2/5/2021	Survey	I oppose option B.
503	Name Not Provided	2/5/2021	Survey	I am not employed by, nor do I do business with, or even could benefit from this project. This project is invasive, and should be immediately shut down.
504	Name Not Provided	2/5/2021	Survey	380 is fine where it's at. Thanks. Jeff S
505	Name Not Provided	2/5/2021	Survey	Do not once again be influenced by McKinney's mayor who is selfishly trying to put his problem on the Town of Prosper. These adjusted routes impact a cemetery, and multiple future schools which will endanger the lives of our children. Keep it out of Prosper!!
506	Name Not Provided	2/5/2021	Survey	I strongly oppose the new proposed gold and brown routes in the town of Prosper.
507	Name Not Provided	2/4/2021	Survey	Segment A would be preferable/purple. Or making a new highway north of 380, maybe utilizing an existing roadway in a less established area.
508	Name Not Provided	1/24/2021	Survey	Segment 1 - B Segment 2 - E Segment 3 - C
509	Name Not Provided	1/23/2021	Survey	Area 1 - B Area 2 - E Area 3 - C
510	Name Not Provided	1/23/2021	Survey	Focus Area 1: B Focus Area 2: E Focus Area 3: C
511	Name Not Provided	1/22/2021	Survey	I have lived in Illinois, Iowa, Arizona, Kansas and Texas and been to many public meetings around the country that have impacted me. While the covid environment makes explanation of difficult technical subjects challenging, the transparent, concise materials and layout of the website are excellent and easy to digest. Great job TxDOT.