

## **APPENDIX K: Community Impacts**

# ADDENDUM

JULY 2023

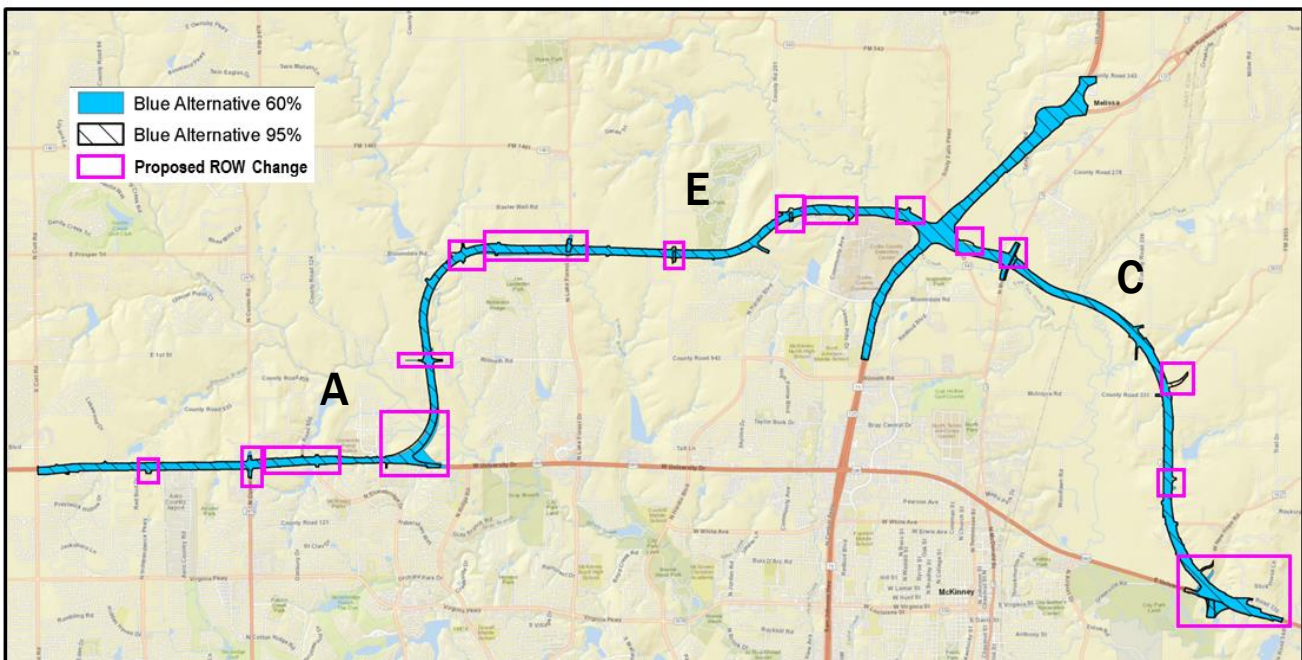
## APPENDIX K – COMMUNITY IMPACTS – FEIS Preferred Alternative/Blue Alternative

### US 380 MCKINNEY – Coit Road to FM 1827, Collin County CSJs 0135-02-065 and 0135-15-002; Dallas District

#### PURPOSE OF ADDENDUM:

Following the two public hearings conducted for the DEIS including recommendation of the Blue Alternative (A+E+C) as the Preferred Alternative in February 2023, modifications to the Preferred Alternative/Blue Alternative were made to address ongoing coordination with the City of McKinney, the Town of Prosper, NTMWD, and in consideration of public input. While the development of the 95% Geometric Design Schematic for the Blue Alternative resulted in minor modifications in some areas to accommodate drainage improvements and address utility conflicts, **Figure 1** illustrates areas where more substantial changes in the proposed ROW were made (requiring more or less ROW) as compared to the 60% Geometric Design Schematic for the Blue Alternative evaluated in the DEIS. The specific design changes made to the Blue Alternative are listed in Section 5.0 of the ROD, in the Summary of the Final Environmental Impact Statement (FEIS), and in Section 2.4 of the FEIS. The resulting changes in impacts are captured in the FEIS.

*Figure 1 – Proposed ROW Changes Along the Blue Alternative*



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## EFFECTS OF THE MODIFICATIONS MADE TO THE BLUE ALTERNATIVE FOLLOWING THE PUBLIC HEARINGS

Changes to the Blue Alternative (A+E+C) resulted in the following changes in the proposed ROW (**Figure 2**) and the number of potential displacements (**Figure 3**).

*Figure 2: Blue Alternative Changes in Proposed ROW Following the Public Hearings*

BLUE ALTERNATIVE (A+E+C) W/SPUR		
Impacts	DEIS <sup>1</sup>	FEIS <sup>2</sup>
Number of Parcels to be Acquired	246	246
Total Acres of ROW Needed (approx.)	1,098.9 acres	1,099.3 acres
Existing ROW Affected by the Proposed ROW (approx.)	424.8 acres	424.8 acres
New ROW to be Acquired (approx.)	674.1 acres	674.5 acres

1 Based on 60% Geometric Design Schematic, July 2022

2 Based on 95% Geometric Design Schematic, May 2023

Existing roadway and ROW limits are interpreted from GIS data; actual existing ROW limits (based on survey) were not available for existing roadways at the time the EIS was developed.

Field reviews were conducted in April 2023 and July 2023 to verify existing property uses, businesses names, and changes in development within the Project Area since publication of the DEIS.

**Segment A** - A Papa John's was identified in a recently completed building located east of N. Custer Road and north of existing US 380 between the Valvoline and AT&T Store, both previously counted as potential commercial displacements in the DEIS. Additional construction activity was also noted on parcels east of Walnut Grove Road and north of existing US 380 immediately east of this commercial development. Four additional potential commercial displacements were added (Papa John's, the Dental Offices of McKinney, Jason's Deli, and Scooter's Coffee), and one previous potential commercial displacement was removed (SCP Distributors). A potential residential displacement was also removed due to a proposed ROW shift.

**Segment E** - Construction of a proposed All Storage had still not started (originally anticipated to be complete in Fall 2022) and the existing residential structure on the parcel was observed to be abandoned. The proposed All Storage was considered as a potential commercial displacement in the DEIS. Ongoing coordination with the City of McKinney following the public hearings indicated the business was progressing through the city's development approval process. TxDOT continues to coordinate with the property owner to adjust the proposed US 380 McKinney ROW and the proposed All Storage site plan to minimize impacts; therefore, All Storage has been removed as a potential commercial displacement. No residential structures have been constructed within the proposed ROW for the segment. Two additional potential residential displacements occurred because of proposed ROW changes.

**Segment C** - The total commercial displacement count for Segment C (W/Spur) increased by 1 from 20 in the DEIS to 21 in the FEIS (the list of potentially displaced businesses in the DEIS [Figure 3-3] provided the correct count [20] but Chokle Consignment Auto Sales was left off the potential commercial displacement list). A change in the May 2023 95% Geometric Design Schematic impacted Viper Auto within the interchange connecting US 380 McKinney (Segment C) with the Spur 399 Extension. Three businesses within the interchange area changed names/ownership since publication of the DEIS. The comparison of potential commercial displacements for the Blue Alternative is provided in **Figure 4**. The July 2023 field visit identified a manufactured home (appeared to be occupied) approximately 40 feet west of Segment C off of CR 332, outside of the Project Area (not a direct displacement). Three additional potential residential displacements were added because of proposed ROW changes.

Figure 3: Blue Alternative Changes in Potential Displacements Following the Public Hearings

BLUE ALTERNATIVE SEGMENTS	Potential Residential Displacements		Potential Commercial Displacements		Potential Other Displacements		Ancillary Structure Displacements	
	DEIS <sup>1</sup>	FEIS <sup>2</sup>	DEIS <sup>1</sup>	FEIS <sup>2</sup>	DEIS <sup>1</sup>	FEIS <sup>2</sup>	DEIS <sup>1</sup>	FEIS <sup>2</sup>
SEGMENT A	2 single family units	1 single family units	14	17	2 buildings not listed as residential or commercial, 1 neighborhood kiosk	1 neighborhood kiosk	3 ancillary structures (1 detached garage, 1 barn, 1 metal building)	10 ancillary structures (1 detached garage, 5 sheds, 3 barns, 1 metal building)
SEGMENT E	10 single family units	12 single family units	1	0	2 large commercial propane ASTs, 3 billboards	1 Atmos Natural Gas Lift Station and 1 billboard	13 ancillary structures (5 detached garages, 5 sheds, 3 barns)	38 ancillary structures (7 detached garages, 17 sheds, 11 barns, 1 carport, and 2 storage containers)
SEGMENT C W/Spur	10 single family units	13 single family units	20	21	1 Atmos Natural Gas Lift Station and 1 billboard	2 large commercial propane ASTs, 3 billboards	20 ancillary structures (1 detached garage, 8 sheds, 4 barns, 5 carports, 1 stable, and 1 metal building)	41 ancillary structures (2 detached garages, 13 sheds, 2 stables, 9 barns, 5 carports, 9 canopies, and 1 metal building)
TOTALS	22	26	35	38	10	8	36	89

1 Based on 60% Geometric Design Schematic, July 2022

2 Based on 95% Geometric Design Schematic, May 2023

Displacements classified as “other” include establishments that are not used for residential or commercial purposes and ancillary structures such as garages, sheds, and barns.

Figure 4: Blue Alternative Potential Commercial Displacements Comparison

BLUE ALTERNATIVE SEGMENTS	Potential Commercial Displacements		
	DEIS <sup>1</sup>	FEIS <sup>2</sup>	Name Changes
SEGMENT A	14 SCP Distributors Firestone Popeyes Louisiana Kitchen Prosper Plaza – Starbucks, T-Mobile, UPS Store, Sherwin Williams Paints Burger King Taco Bueno Ewing Irrigation & Landscape Supply Former Valero Brackeen Trailer Sales Valvoline Instant Oil Change AT&T Store	17 Firestone Popeyes Louisiana Kitchen Prosper Plaza – Starbucks, T-Mobile, UPS Store, Sherwin Williams Paints Burger King Taco Bueno Ewing Irrigation & Landscape Supply Former Valero Brackeen Trailer Sales Valvoline Instant Oil Change Papa Johns AT&T Store The Dental Offices of McKinney Jason's Deli Scooter's Coffee	
SEGMENT E	All Storage	None	
SEGMENT C W/Spur	20 Pearls Wedding Venue White Horse Ranch, LLC Carroll's Automotive FnG Commissary Kitchens & Food Lone Star Wrecker Safari Towing & Road Service Solid Woodmakers PowerDynamix Supreme Shutters Arrete Auto Repair Whiteside Customs XCEL Auto Repair Texas Metal Company Hernandez Auto Progressive Water Treatment Parkway Auto Sales Sonic Auto Hail Repair Collin County Truck Parts & Drive Shaft Service Nanos Tire Chokle Consignment Auto Sales <sup>1</sup>	21 Pearls Wedding Venue White Horse Ranch, LLC Carroll's Automotive FnG Commissary Kitchens & Food Spartan Wrecker Collin County Recovery Solid Woodmakers PowerDynamix Supreme Shutters Arrete Auto Repair Whiteside Customs Vivid Auto Shop and Hail Repair Texas Metal Company Hernandez Auto Progressive Water Treatment Parkway Auto Sales Sonic Auto Hail Repair Collin County Truck Parts & Drive Shaft Service Nanos Tire Chokle Consignment Auto Sales Viper Auto	Change in name from Lone Star Wrecker to Spartan Wrecker  Change in name from XCEL Auto Repair to Vivid Auto Shop and Hail Repair  Within proposed ROW for interchange
TOTALS	35	38	

<sup>1</sup> Omitted from the detailed list of potential commercial displacements but included in the total count for Segment C of “20”.



Appendix

# ADDENDUM

09-DECEMBER-2022

## APPENDIX K – COMMUNITY IMPACTS

### Proposed ROW Change and Potential Displacements Update

**US 380 McKinney – Coit Road to FM 1827, Collin County**

**CSJs 0135-02-065, 0135-03-053, and 0135-15-002; Dallas District**

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#### PURPOSE OF ADDENDUM:

Changes were made to the proposed right-of-way (ROW) limits for the US 380 McKinney project in the 60% Geometric Schematic Design submittal made on 1-JUL-2022. A copy of that submittal is included in Appendix B of this DEIS. This addendum describes where the changes occurred and summarizes how those changes affected the impacts and findings disclosed in the previously approved technical reports that make up the project appendices. The revised impacts to water features based on the proposed ROW changes are disclosed in the DEIS.

#### DESCRIPTION OF THE PROPOSED ROW CHANGE

To streamline and accelerate the NEPA process for this project, technical studies were initiated at an early stage in schematic development. Initial technical report submittals were based on the proposed ROW established in JUN-JUL-2021, with progressive modifications made through NOV-2021. The JUL-2022 Geometric Schematic Design submittal reflects the continued refinement of the alternatives and consideration of input received during the MAR-2022 public meeting and ongoing coordination with the City of McKinney, Collin County, and the North Texas Municipal Water District.

The JUL-2022 submittal made adjustments to the proposed ROW limits throughout the length of the proposed alignments to account for drainage, access, and geometric improvements. Areas connecting to existing and planned roadway projects, under the direction of the City of McKinney, have also been included on the schematics and will still be under refinement into the FEIS. A design decision at the crossing of SH 5 in proximity of the East Fork Trinity River also added improvements within the existing ROW extending farther along SH 5 than was previously reviewed.

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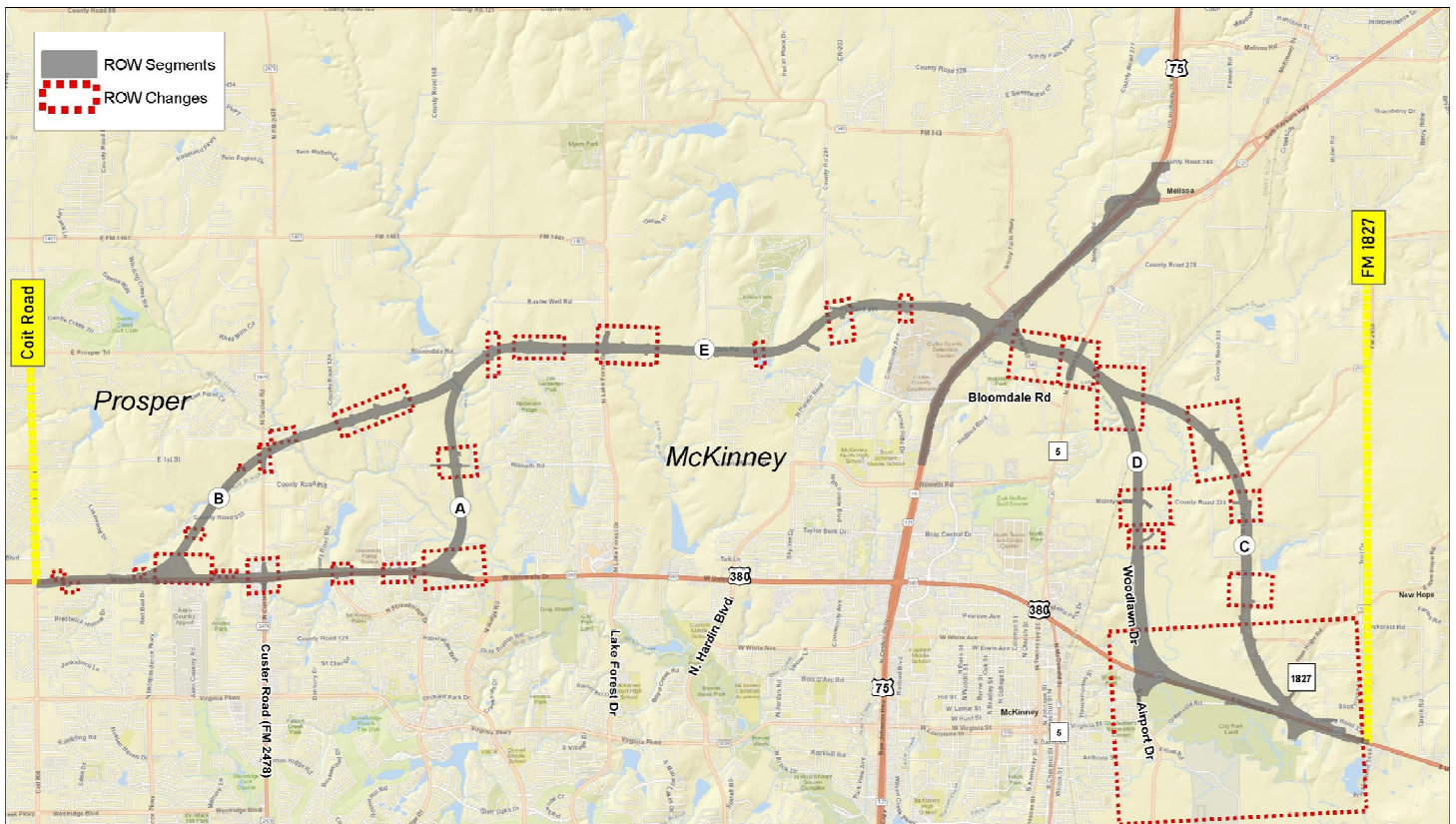
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**Figure 1: Proposed ROW Change – November 2021 to July 2022**

Build Alternative	November 2021 Proposed ROW (Acres)	July 2022 Proposed ROW (Acres)	Change in Proposed ROW (Acres)
PURPLE ALTERNATIVE W/O SPUR	1,047.7	1,113.9	66.2
PURPLE ALTERNATIVE W/ SPUR	1,069.1	1,133.1	64.0
BLUE ALTERNATIVE W/O SPUR	1,042.0	1,083.5	41.5
BLUE ALTERNATIVE W/ SPUR	1,081.3	1,098.9	17.6
BROWN ALTERNATIVE W/O SPUR	1,010.3	1,056.4	46.1
BROWN ALTERNATIVE W/ SPUR	1,049.5	1,071.8	22.3
GOLD ALTERNATIVE W/O SPUR	1,015.9	1,086.8	70.9
GOLD ALTERNATIVE W/ SPUR	1,037.4	1,106.0	68.6

**Illustration of the July 2022 Proposed ROW Changes**





## EFFECTS OF THE JULY ROW CHANGE ON THE CIA ANALYSES AND FINDINGS

The areas where the proposed ROW has expanded do not substantially encroach upon or impact minority, low-income, or LEP populations within the CIA Study Area. However, further potential displacements would occur but no community facilities would be impacted, and access and travel patterns would remain the same as described in the July 2022 Community Impacts Assessment Technical Report.

### SUMMARY OF THE CHANGES IN THE NUMBER OF POTENTIAL DISPLACEMENTS AND EFFECTS ON THE PREVIOUS ANALYSIS AND FINDINGS

**Figure 2** shows a comparison of potential displacements, per Segment, between the November 2021 schematic and the July 2022 schematic. The changes in the numbers of potential residential, commercial, 'other' and ancillary structures are as follows:

- Segment A had an increase in ancillary structure counts from 3 to 10 and an increase in the number of 'other' displacements from 2 to 3.
- Segment B had a decrease in the number of potential residential displacements from 5 to 4 single family units and an increase in the number of potentially displaced ancillary structures from 1 to 10.
- Segment E had an increase in ancillary structure counts from 13 to 38.
- Segment C W/O Spur had a decrease in the number of potential residential displacements from 11 to 10 single family units, an increase in potential commercial displacements from 17 to 20, an increase in the number of potential 'other' displacements from none to 5, and an increase in the number of potentially displaced ancillary structures from 20 to 41.
- Segment C W/Spur had the same decrease in potentially displaced single family units, an increase potential commercial displacements from 18 to 20, an increase in the number of potential 'other' displacements from none to 5, and an increase in the same increase in potentially displaced ancillary structures as Segment C W/O Spur.
- Segment D W/O Spur had an increase in the number of potential residential displacements from 5 to 7 single family units, an increase potential commercial displacements from 11 to 19, an increase in the number of potentially displaced 'other' displacements from 1 to 6, and an increase in potentially displaced ancillary structures from 11 to 32.
- Segment D W/Spur had the same increase in in the number of potential residential displacements as Segment D W/O Spur, an increase potential commercial displacements from 13 to 19, an increase in the number of potentially displaced 'other' displacements from 1 to 6, and an increase in the same increase in potentially displaced ancillary structures as Segment D W/O Spur.

**Figure 3** shows a comparison of potential displacements by proposed Build Alternative between the November 2021 schematic and the July 2022 schematic. The changes in the numbers of potential residential, commercial, and 'other' displacements are as follows:

- The Purple Alternative had an increase in the number potential residential displacements W/ and W/O Spur by 1 single family unit from 18 to 19, an increase in potential commercial displacements by 8 businesses from 26 to 34 W/O Spur and the same increase from 28 to 36 W/Spur, and an increase in the number of 'other' displacements from 4 to 11.
- The Blue Alternative had a decrease in the number potential residential displacements W/ and W/O Spur by 2 single family units from 24 to 22 and an increase in the number of potential commercial

displacements W/Spur by 1 business from 34 to 35 and an increase in the number of 'other' displacements by 7 from 3 to 10.

- The Brown Alternative had a decrease in the number potential residential displacements W/ and W/O Spur by 1 single family unit from 26 to 25, an increase in the number of potential commercial displacements W/Spur by 1 business from 20 to 21, and an increase in the number of potential 'other' displacements from 3 to 7.
- The Gold Alternative had an increase in the number potential residential displacements W/ and W/O Spur by 2 single family units from 20 to 22, an increase in potential commercial displacements by 8 businesses from 12 to 20 W/O Spur and the same increase from 14 to 22 W/Spur and an increase in the number of potential 'other' displacements from 3 to 8.

Figure 2. Comparison of Potential Displacements per Segment

Study Segment	Potential Residential Displacements November 2021 <sup>1</sup>	Potential Residential Displacements July 2022 <sup>2</sup>	Potential Commercial Displacements November 2021 <sup>1</sup>	Potential Commercial Displacements July 2022 <sup>2</sup>	Other Potential Displacements November 2021 <sup>1</sup>	Other Potential Displacements July 2022 <sup>2</sup>	Ancillary Structure Displacements November 2021 <sup>1</sup>	Ancillary Structure Displacements July 2022 <sup>2</sup>
SEGMENT A	2 single family units	2 single family units	14	14	2 buildings not listed as residential or commercial	2 buildings not listed as residential or commercial, 1 neighborhood kiosk	3 ancillary structures (1 detached garage, 1 barn, 1 metal building)	10 ancillary structures (1 detached garage, 5 sheds, 3 barns, 1 metal building)
SEGMENT B	5 single family units	4 single family units	None	None	None	None	1 ancillary structure (1 barn)	10 ancillary structures (1 detached garage, 1 carport, 4 sheds, and 4 barns)
SEGMENT E	10 single family units	10 single family units	1	1	1 Atmos Natural Gas Lift Station and 1 billboard	1 Atmos Natural Gas Lift Station and 1 billboard	13 ancillary structures (5 detached garages, 5 sheds, 3 barns)	38 ancillary structures (7 detached garages, 17 sheds, 11 barns, 1 carport, and 2 storage containers)
SEGMENT C W/O Spur 399	11 single family units	10 single family units	17	20	None	2 large commercial propane ASTs, 3 billboards	20 ancillary structures (1 detached garage, 8 sheds, 4 barns, 5 carports, 1 stable, and 1 metal building)	41 ancillary structures (2 detached garages, 13 sheds, 2 stables, 9 barns, 5 carports, 9 canopies, and 1 metal building)
SEGMENT C W/Spur 399	11 single family units	10 single family units	18	20	None	2 large commercial propane ASTs, 3 billboards	20 ancillary structures (1 detached garage, 8 sheds, 4 barns, 5 carports, 1 stable, and 1 metal building)	41 ancillary structures (2 detached garages, 13 sheds, 2 stables, 9 barns, 5 carports, 9 canopies, and 1 metal building)

Study Segment	Potential Residential Displacements November 2021 <sup>1</sup>	Potential Residential Displacements July 2022 <sup>2</sup>	Potential Commercial Displacements November 2021 <sup>1</sup>	Potential Commercial Displacements July 2022 <sup>2</sup>	Other Potential Displacements November 2021 <sup>1</sup>	Other Potential Displacements July 2022 <sup>2</sup>	Ancillary Structure Displacements November 2021 <sup>1</sup>	Ancillary Structure Displacements July 2022 <sup>2</sup>
SEGMENT D W/O Spur 399	5 single family units	7 single family units	11	19	1 large commercial billboard	2 large commercial propane ASTs, 4 billboards	11 ancillary structures (1 detached garage, 1 shed, 2 barns, 7 canopies)	32 ancillary structures (4 detached garages, 11 sheds, 3 barns, 5 carports, 8 canopies, and 1 metal building)
SEGMENT D W/Spur 399	5 single family units	7 single family units	13	19	1 large commercial billboard	2 large commercial propane ASTs, 4 billboards	11 ancillary structures (1 detached garage, 1 shed, 2 barns, 7 canopies)	32 ancillary structures (4 detached garages, 11 sheds, 3 barns, 5 carports, 8 canopies, and 1 metal building)

1. Per the November 2021 Schematic and Community Impacts Assessment Technical Report
2. Per the July 2022 Schematic

Figure 3. Comparison of Potential Displacements per Build Alternative

Displacements*	Purple Alternative A+E+D November 2021 <sup>1</sup>	Purple Alternative A+E+D July 2022 <sup>2</sup>	Blue Alternative A+E+C November 2021 <sup>1</sup>	Blue Alternative A+E+C July 2022 <sup>2</sup>	Brown Alternative B+E+C November 2021 <sup>1</sup>	Brown Alternative B+E+C July 2022 <sup>2</sup>	Gold Alternative B+E+D November 2021 <sup>1</sup>	Gold Alternative B+E+D July 2022 <sup>2</sup>
Residential W/O Spur 399	18	19	24	22	26	25	20	22
Residential W/Spur 399	18	19	24	22	26	25	20	22
Commercial W/O Spur 399	26	34	33	35	19	21	12	20
Commercial W/Spur 399	28	36	34	35	20	21	14	22
Other W/O Spur 399	4	11	3	10	3	7	3	8

1. Per the November 2021 Schematic and Community Impacts Assessment Technical Report
2. Per the July 2022 Schematic



# Community Impacts Assessment Technical Report

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US 380 McKinney - Coit Road to FM 1827

CSJs 0135-02-065, 0135-03-053, and 0135-15-002

Texas Department of Transportation, Dallas District

July 2022



## Table of Contents

1.0	Introduction and Background .....	4
2.0	Project Description .....	4
2.1	Existing Facility .....	4
2.2	Improvement of Existing US 380 Removed from Further Consideration.....	4
2.3	Proposed Facility .....	5
2.4	Proposed Segments.....	7
3.0	Study Approach and Community Study Area Features and Characteristics .....	7
3.1	Study Area Boundaries .....	9
3.2	Site Visit Observations .....	9
3.3	Land Use (by Segment Focus Area) .....	10
3.3.1	Segments A-B .....	11
3.3.2	Segment E .....	11
3.3.3	Segments C-D.....	11
3.4	Community Facilities (by Segment Focus Area) .....	12
3.4.1	Segments A-B .....	12
3.4.2	Segment E .....	14
3.4.3	Segments C-D.....	15
3.5	Race, Income, and Limited English Proficiency (by Segment Focus Area) .....	16
3.5.1	Segments A-B .....	16
3.5.2	Segment E .....	18
3.5.3	Segments C-D.....	19
3.6	Residential and Commercial Displacements.....	20
3.6.1	Segments A-B .....	21
3.6.2	Segment E .....	22
3.6.3	Segments C-D.....	22
3.7	Other Displacements .....	25
4.0	Comparison of the Build Alternatives.....	25
4.1	Access and Travel Patterns .....	28
4.1.1	Bicycle and Pedestrian Accommodations .....	28
4.1.2	Build Alternatives .....	29
4.1.2.1	Purple Alternative (A+E+D).....	29
4.1.2.2	Blue Alternative (A+E+C) .....	33
4.1.2.3	Brown Alternative (B+E+C).....	34
4.1.2.4	Gold Alternative (B+E+D) .....	35
4.2	Displacements and Relocations.....	35
4.2.1	Purple Alternative (A+E+D).....	36
4.2.2	Blue Alternative (A+E+C) .....	37
4.2.3	Brown Alternative (B+E+C).....	37
4.2.4	Gold Alternative (B+E+D) .....	38
4.2.5	Replacements and Relocations .....	39
4.3	Community Cohesion .....	40
4.3.1	Purple Alternative (A+E+D).....	42

4.3.2	Blue Alternative (A+E+C) .....	42
4.3.3	Brown Alternative (B+E+C).....	43
4.3.4	Gold Alternative (B+E+D) .....	43
4.4	Environmental Justice.....	43
5.0	Public Involvement (full study area, Feasibility Study and current NEPA process) .....	47
6.0	Conclusion .....	47
	References .....	50
	Appendices.....	51

## List of Figures

- Figure 1: US 380 McKinney Focus Areas and Roadway Segments
- Figure 2: US 380 McKinney Build Alternatives
- Figure 3: US 380 CIA Study Area
- Figure 4: Community Facilities Adjacent to Segments A and B
- Figure 5: Community Facilities Adjacent to Segment E
- Figure 6: Community Facilities Adjacent to Segments C and D
- Figure 7: CIA Study Area Population Growth Projections
- Figure 8: Population and Demographic Distribution in Segment A-B Focus Area
- Figure 9: Population and Demographic Distribution in Segment E Focus Area
- Figure 10: Population and Demographic Distribution in Segment C-D Focus Area
- Figure 11: Segment A-B Focus Area Residential Displacements
- Figure 12: Segment A-B Focus Area Commercial Displacements
- Figure 13: Segment E Focus Area Residential Displacements
- Figure 14: Segment C-D Focus Area Residential Displacements
- Figure 15: Segment C-D Focus Area Commercial Displacements
- Figure 16: Other Displacements
- Figure 17: Purple Alternative – A+E+D
- Figure 18: Blue Alternative – A+E+C
- Figure 19: Brown Alternative – B+E+C
- Figure 20: Gold Alternative – B+E+D
- Figure 21: Total Displacements for Each Alternative
- Figure 22: Available Residential Property for Sale, Rent, or Lease
- Figure 23: Available Commercial Property
- Figure 24: Summary of Community Impacts for the Build Alternatives

## 1.0 Introduction and Background

This community impacts assessment (CIA) evaluates the potential effects of the proposed construction of a new location highway on the communities within the established CIA Study Area including community facilities, displacements and relocations, community cohesion, and access and mobility. The proposed action is the construction of an eight-lane freeway primarily on new location extending from near Coit Road and existing US 380 in Prosper (west of McKinney), around the north side of the City of McKinney crossing US 75 and SH 5, and connecting back to existing US 380 near Farm-to-Market (FM) Road 1827, east of McKinney.

In April 2020, TxDOT completed the *US 380 Collin County Feasibility Study* (Feasibility Study), which recommended an alignment for an improved US 380 from the Denton County line to the Hunt County line. The “McKinney” Coit Road to FM 1827 section of the Recommended Alignment from the Feasibility Study is the basis for this study and the alternatives considered in the EIS. The Build Alternatives under consideration in the EIS include a variation of the Recommended Alignment connecting Coit Road and FM 1827 with modifications made to address proposed development and other constraints, and three additional Build Alternatives comprised of other new location alignments through the Town of Prosper on the west and crossing the East Fork Trinity River on the east.

A separate, independent project is under development to extend Spur 399 south of the eastern US 380 McKinney project terminus (CSJs 0364-04-051, 0047-05-058, 0047-10-002). Because an alignment has not been determined for the Spur 399 Extension to determine how, or if, the two projects would connect to one another, options for the US 380 McKinney improvements are evaluated under both scenarios “with Spur 399” (W/Spur) and “without Spur 399” (W/O Spur). The effects of both W/Spur and W/O Spur are discussed, where applicable, in this CIA.

## 2.0 Project Description

### 2.1 Existing Facility

US 380 through the CIA Study Area is classified as a principal arterial carrying six travel lanes (three in each direction) within a variable right-of-way (ROW) width of approximately 130 to 180 feet. Connections to cross streets (including SH 5) are at-grade with the exception of the grade-separated interchange with US 75. A variable width grassed/paved median with landscaping, curb and gutter, and sidewalks is present throughout the corridor until near Airport Drive where the roadway narrows to four travel lanes (two in each direction) with no median and drainage transitions to an open ditch on each side of the highway. The grade-separated interchange at US 75 consists of a concrete girder bridge. A concrete girder bridge spans the crossing of US 380 over the East Fork Trinity River just east of Airport Drive.

### 2.2 Improvement of Existing US 380 Removed from Further Consideration

Improvement of existing US 380 between Coit Road and FM 1827 to a freeway facility is not considered a reasonable alternative and will not be discussed in this assessment or in the EIS. The evaluation conducted during the Feasibility Study indicated that the width of the new ROW needed to accommodate a freeway facility and frontage roads along the existing US 380 corridor would result in the potential displacement of more than

200 business and 40 residences in addition to other unavoidable impacts to parklands, access/connectivity, community cohesion, and anticipated traffic noise. After considering these findings, TxDOT redirected the Feasibility Study to develop and evaluate new location alignments, primarily through the McKinney area, to address the identified transportation needs. For these reasons, improvement of existing US 380 between Coit Road and FM 1827 has been removed from further consideration.

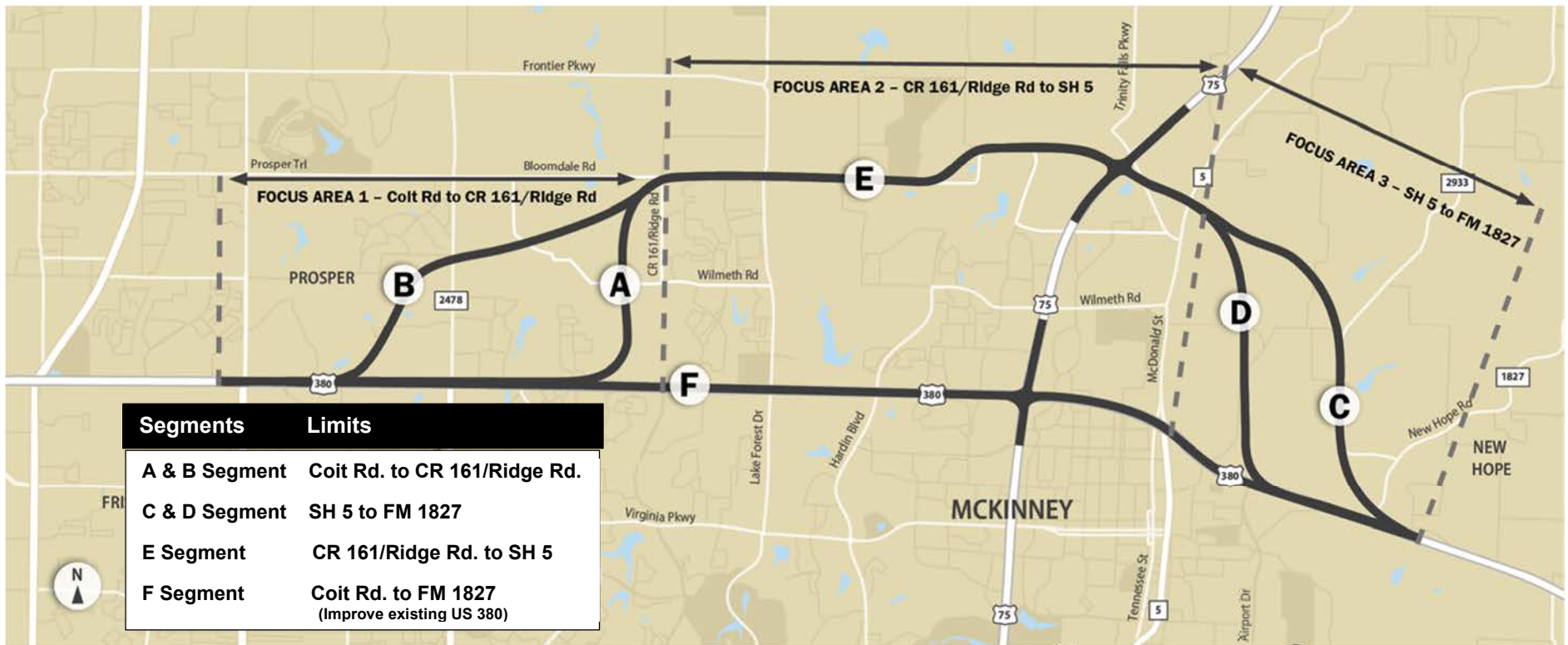
## **2.3 Proposed Facility**

The proposed project would construct an access-controlled freeway with one-way frontage roads on each side within an anticipated ROW width ranging from approximately 330 feet to 1,582 feet (US 75 interchange) with an average ROW width of approximately 420 feet. The typical roadway section would consist of four 12-foot-wide travel lanes in each direction and 10-foot-wide inside and outside shoulders. Grade-separated interchanges would include 14-foot-wide ramps with 2-foot-wide inside shoulders and 6-foot-wide outside shoulders, with curb and gutter. Bridges and overpasses along the main travel lanes would have a desired vertical clearance of 18.5 feet with vertical clearance over railroads desired at 23.5 feet. Between the project termini (Coit Road and FM 1827), the Build Alternatives range in length from approximately 14.8 miles to 16.3 miles and would pass through the communities of Prosper, McKinney, and New Hope, and unincorporated areas of Collin County.

The US 380 McKinney Study Area has been divided into three “Focus Areas” based on commonalities that surfaced during the Feasibility Study. Segment Focus Area A-B (western) encompasses both the Town of Prosper (west of N. Custer Road) and the City of McKinney (east of N. Custer Road), Segment Focus Area E (central) is along the Bloomdale Road corridor in McKinney, and Segment Focus Area C-D (eastern) is within McKinney, New Hope, and Collin County following the East Fork Trinity River as depicted in **Figure 1**.



Figure 1: US 380 McKinney Focus Areas and Roadway Segments



## 2.4 Proposed Segments

As depicted in **Figure 1** Segment A connects Coit Road on the west and the future Ridge Road and Bloomdale Road intersection on the east. This segment follows existing US 380 from Coit Road to near the approximate alignment of future Ridge Road where it turns north and connects to Bloomdale Road. Segment A was a component of the Feasibility Study Recommended Alignment.

Segment B also connects Coit Road on the west and the future Ridge Road and Bloomdale Road intersection to the east. This segment follows existing US 380 from Coit Road to west of N. Custer Road (FM 2478) where it turns northeast to intersect with N. Custer Road and E. First Street, then continues northeast to connect to Bloomdale Road at the future extension of Ridge Road.

Segment C begins at SH 5 extending in a southeasterly direction across the Dallas Area Rapid Transit (DART) rail line and the East Fork Trinity River, then shifts to a more southerly direction east of and parallel to the East Fork Trinity River to connect to existing US 380 near FM 1827.

Segment D also begins at SH 5 extending in a southerly direction across the DART rail line and the East Fork Trinity River and continues in a southerly direction west of and parallel to the East Fork Trinity River connecting to US 380 near Airport Drive and following existing US 380 to the east to FM 1827. Segment D was a component of the Feasibility Study Recommended Alignment.

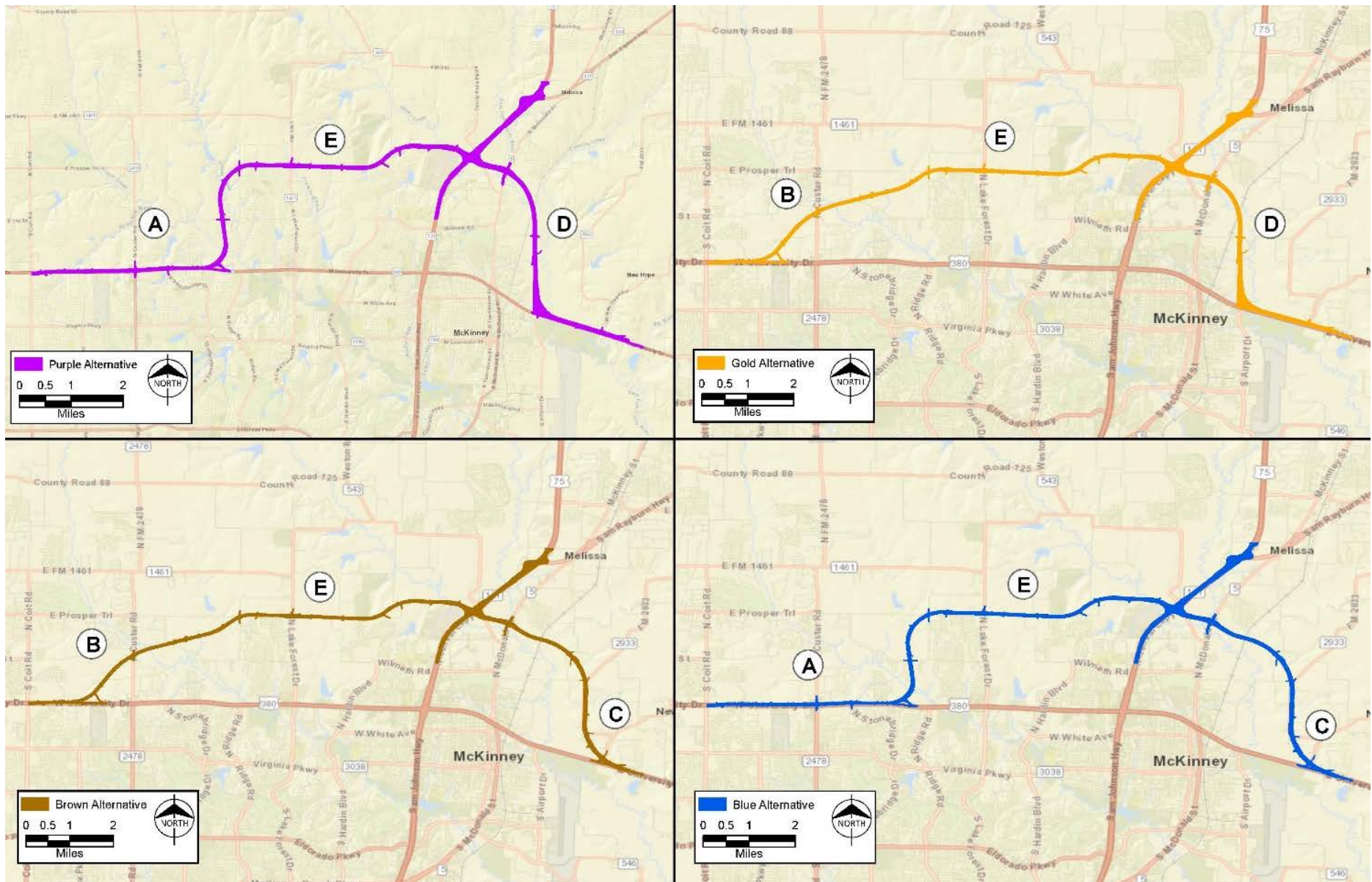
Segment E extends roughly along the alignment of existing Bloomdale Road through north McKinney connecting the proposed intersection of Ridge Road and Bloomdale Road on the west and SH 5 on the east. This segment includes a new interchange proposed at US 75 and SH 5. The location of Segment E is constrained by existing development, Erwin Park, and existing and proposed utilities along Bloomdale Road. Segment E was a component of the Feasibility Study Recommended Alignment and is a common segment for all of the Build Alternatives.

These segments, when linked end-to-end connecting Coit Road and FM 1827, result in the Purple, Blue, Brown, and Gold Alternatives described later in this assessment and evaluated in the EIS.

## 3.0 Study Approach and Community Study Area Features and Characteristics

Once the CIA Study Area was defined, the approach used to complete this CIA focused on conducting an inventory of the land uses, community facilities, population and demographic characteristics (e.g., race, ethnicity, income, limited English proficiency, etc.), and potential displacements (e.g., residential and business) within each Segment. The features/characteristics/effects of each Segment were then combined to determine the corresponding impacts of each Build Alternative – Purple (A+E+D), Blue (A+E+C), Brown (B+E+C), and Gold (B+E+D) in the areas of access and travel patterns, displacements, community cohesion, and environmental justice (EJ). **Figure 2** shows the proposed Build Alternatives and **Section 4.0** of this assessment summarizes the impacts of each Build Alternative.

Community Impacts Assessment Technical Report  
CSJs 0135-02-065, 0135-03-053, 0135-15-002

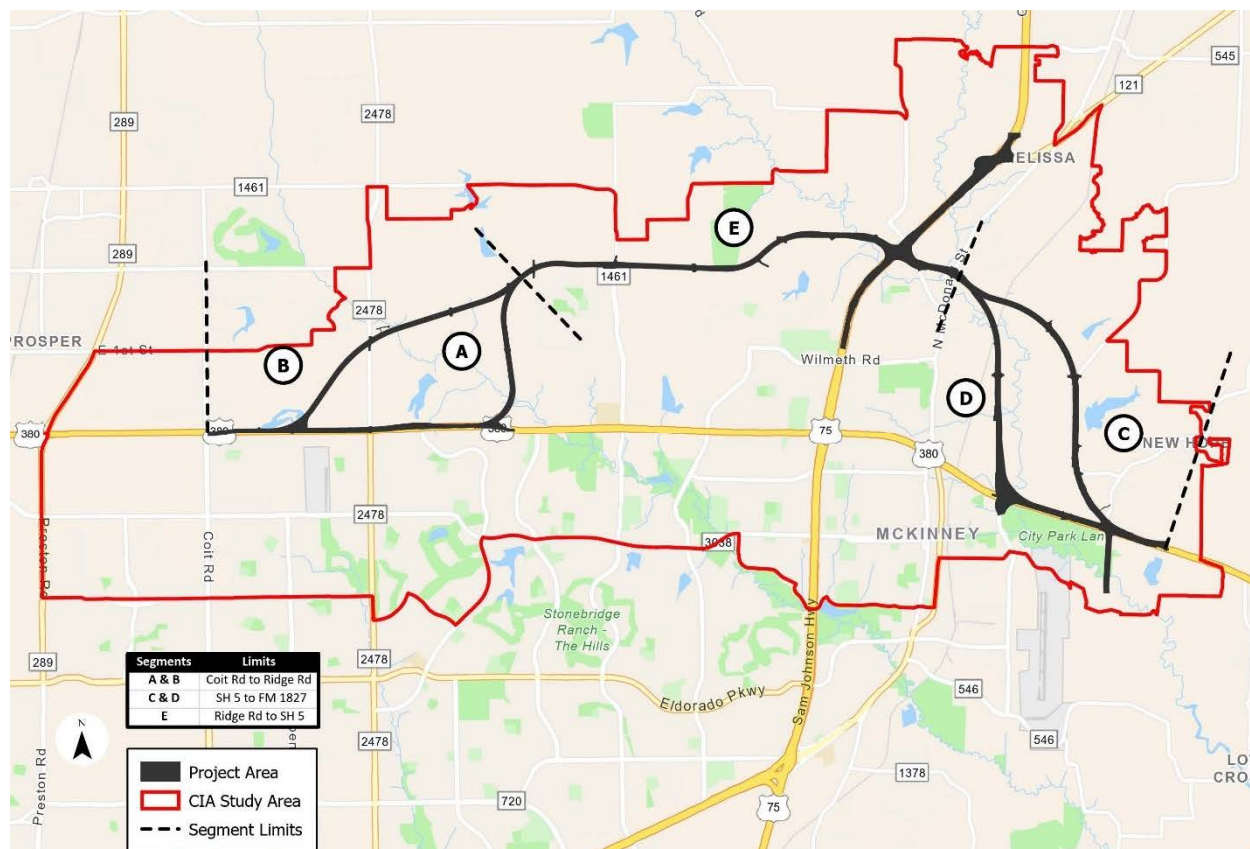




### 3.1 Study Area Boundaries

The boundary of the US 380 McKinney CIA Study Area is defined by 2020 census blocks that encompass the Build Alternatives under consideration (see **Figure 3**). This CIA Study Area was developed because the geographic boundaries of 2020 census block groups encompassing the alternatives are too large for the scale of the project. Census block data was used to capture the racial makeup of the populations that directly surround and would potentially be affected by the proposed project. Block group data was used to capture household income and limited English proficiency.

Figure 3: US 380 McKinney CIA Study Area



### 3.2 Site Visit Observations

A CIA Study Area site survey was conducted May 24, 2021, through May 26, 2021. During the site survey, pedestrian/bicycle activity; signage, indicators of languages other than English, and accommodations for disabled persons were documented. The location and type of community facilities and businesses; housing and building condition; and general routes and access patterns to community facilities and public service providers were also documented.

**Pedestrian and Bicycle Activity** - Signs identifying “Bicycle Boulevard” were posted on many streets throughout the City of McKinney, but no dedicated bike lanes were observed on city streets. Cyclists were observed within the CIA Study Area along less busy roads within the northern portions of Segment Focus Areas A-B and E. No “goat paths” were observed within the Segment Focus Areas. Many paved trails and trail networks were

observed which were common in the residential neighborhoods within Segment Focus Areas A-B and E. Many of the established and newly developed single-family residential neighborhoods appeared to have trail systems as part of the community amenities. No transit vehicles or school buses nor transit/bus stops were observed within the CIA Study Area.

***Signage, Indicators of Languages Other Than English, and Accommodations for Disabled Persons*** – With the exception of the Segment A-B Focus Area, signs in languages other than English were observed within the Segment E and Segment C-D Focus Areas. These signs were primarily associated with places of worship. None of the signs were adjacent to the Segment E alignment. Within the Segment C-D Focus Area, a sign in Vietnamese, associated with Thượng Hạnh Buddhist Monastery, was observed within the southwestern portion of the focus area west of Woodlawn Road and north of existing US 380. One sign in Spanish, associated with the Church of the Holy Family, was observed approximately 0.3 mile south of the intersection of existing US 380 and Airport Drive. South of existing US 380, west of Airport Drive on Anthony Street, one church – New Jerusalem Baptist Church – appears to primarily serve minority populations.

Signs indicating accommodations for persons with disabilities (e.g., parking signage or pavement markings) and Americans with Disabilities Act (ADA)-compliant ramps were observed at places of worship, schools, senior living facilities, businesses, and private residences across all focus areas.

***Location and Type of Community Facilities*** – Schools (public, private/charter, early education/preschool), places of worship, senior living facilities and care centers, and a long-term care facility were observed across the focus areas. **Section 3.4** provides additional information on the community facilities adjacent to the proposed roadway segments.

***Housing and Building Condition*** – Signs of possible low-income populations in the Lewisville neighborhood were observed concentrated in the southwest corner of the Segment C-D Focus Area (west of the intersection of existing US 380 and Airport Drive). These indicators included observations of homes appearing to be in disrepair or in need of maintenance. This area is characterized primarily by small single-family residences; however, a smaller number of interspersed homes appeared to be recently constructed or remodeled, were larger in size, and well-maintained. At least two multi-family housing complexes appearing to serve low-income populations are located near the northern portion of this neighborhood.

### **3.3 Land Use (by Segment Focus Area)**

Based on the City of McKinney's existing land use maps included in their comprehensive plan (City of McKinney 2020) and review of Google Earth aeriels (Google Earth 2021), the CIA Study Area north of existing US 380 includes scattered residential developments of various densities (large lots to ranchettes, single-family medium lots to small lots under development), large open fields, undeveloped wooded tracts and floodplain, commercial developments (primarily adjacent to existing US 380), and light industrial land uses along US 75. South of US 380, the CIA Study Area includes dense residential developments east and west of N. Custer Road and east and west of US 75 in downtown McKinney. Numerous light industrial developments are along SH 5 and west of Airport Drive.



The majority of McKinney's commercial, retail, and institutional uses are along existing US 380, US 75 from Bloomdale Road on the north past El Dorado Parkway on the south, and within the downtown area generally along SH 5 (McDonald Street) from US 380 south to approximately Anthony Street.

### 3.3.1 Segments A-B

Land uses surrounding Segments A and B include residential neighborhoods south of US 380 between Preston Road and Ridge Road and between Coit Road and S Preston Road north of US 380. Less dense and scattered residential developments occur north of US 380 east of Coit Road and east of N. Custer Road. A high school and several middle and elementary schools occur south of US 380 within the Prestwick and Red Bud Estates neighborhoods. One elementary school is north of US 380, west of Coit Road. Tracts of open, undeveloped land, floodplain, and light industrial and interspersed residential development occur south of US 380 between Preston Road and Coit Road. A privately owned public use airport, Aero County, is south of US 380 west of N. Custer Road and north of Virginia Parkway. Two soil conservation reservoirs are north of US 380 east and west of N. Custer Road with one being crossed by Segment B. Large tracts of open field and forested, undeveloped tracts are directly adjacent to Segments A and B. Founders Classical Academy of Prosper and ManeGait Therapeutic Horsemanship are adjacent to Segment B along N. Custer Road near E First Street.

The portion of the Town of Prosper north of existing US 380 and west of Custer Road is rapidly developing. Since the Notice of Intent (NOI) was published for this project, a charter school, senior living complex, high school campus, cemetery expansion, and several single-family developments have been either zoned, platted, are under construction, or have been completed.

### 3.3.2 Segment E

In the central portion of the CIA Study Area, south of Segment E, west of Lake Forest Drive, and north of US 380, are dense single-family residential developments and a large hospital. Scattered single-family residences and places of worship occur north of existing US 380 and south and west of FM 1461. East of FM 1461 and in the northern extent of the CIA Study area are open tracts of land with scattered single-family residences. The City of McKinney's 212-acre Erwin Park sits north of Bloomdale Road and east of FM 1006. The City of McKinney has acquired approximately 230 acres west of Erwin Park both north and south of Bloomdale Road to develop a community sports facility. East of Erwin Park, land use is dominated by forested floodplains, open land, and scattered single-family residences. Open tracts of land and forested floodplain, as well as newly constructed single-family neighborhoods and retail businesses have developed east of Lake Forest Drive along US 380. The Collin County Courthouse, Sheriff's office, and county jail occupy a "campus" south of Segment E and west of US 75. A soil conservation reservoir lies west of the county facility campus.

### 3.3.3 Segments C-D

Land use north of and in between Segments C and D, in the eastern portion of the CIA Study Area, consists of scattered single-family residences with newly constructed dense single-family neighborhoods adjacent to SH 5. South of McIntyre Road and along SH 5 is a mix of light industrial, retail and commercial, and institutional development (e.g., Texas Department of Public Safety). The Southern Pacific Railroad/DART railroad line extends southwest to northeast bisecting the area east of SH 5. South of US 380 between Airport Drive and US 75 is a mix of retail and commercial businesses, industrial developments, an elementary school, middle

school, and high school, numerous places of worship, and multi-family and single-family neighborhoods. The easternmost extent of the CIA Study Area is dominated by open/undeveloped tracts of land, cultivated fields, floodplain, scattered single-family residences, and an active construction waste landfill south of US 380.

### 3.4 Community Facilities (by Segment Focus Area)

The CIA Study area contains more than 250 community facilities, the majority of which are south of existing US 380 and distant from the Build Alternatives under consideration. This section focuses on the community facilities within the Segment Focus Areas and adjacent to the proposed roadway segments. The community facilities are mapped, including those along and south of US 380 in **Appendix A, Figure 3-2**. The community facilities within the Segment Focus Areas are listed in this section; the remaining community facilities are listed in **Appendix B**. The list in **Appendix B** includes a unique map identification number (ID No.) that corresponds to each community facility shown in **Appendix A, Figure 3-2**. Photographs of the community facilities within the Segment Focus Areas are provided in **Appendix C**.

#### 3.4.1 Segments A-B

Twenty-five community facilities are within the Segment A-B Focus Area, with 21 of the facilities adjacent to Segment A and 4 facilities adjacent to Segment B. **Figure 4** indicates the name and type of facility adjacent to each segment.

*Figure 4: Community Facilities Adjacent to Segments A and B*

ID#	Name of Facility	Type of Facility	Specific Population Served	Segment	Additional Notes
1	Horizon Medical Center Long-Term Acute Care Hospital	Medical	NA	A	Provides outpatient surgical services, wound care & therapeutic services
2	Medical City ER Stonebridge	Medical	NA	A	Off-campus emergency room serving as an extension of the Medical City McKinney hospital
3	Tucker Hill Residents' Club	Community Center	NA	A	Neighborhood amenity center
4	Tucker Hill Neighborhood Park	Park	NA	A	Neighborhood park
5	Frozen Ropes Baseball & Softball Training Center	Recreation	Youths	A	Private sports facility
6	Scott Cemetery	Cemetery	NA	A	Cemetery has a TX historical marker
7	Ridgecrest Private Practice Field and Dog Park	Community Center	NA	A	Neighborhood amenity center
8	Ridgecrest Neighborhood Park and Pool	Community Center	NA	A	Neighborhood park
9	Prestwyck Subdivision Park	Community Center	NA	A	Neighborhood park
10	Prestwyck Subdivision Pool and Recreation Area	Community Center	NA	A	Neighborhood amenity center
11	Lizzie Nell Cundiff McClure Elementary School	Education	Children	A	McKinney ISD school
12	Lorene Rogers Middle School	Education	Children	A	Prosper ISD school
13	Jim and Betty Hughes Elementary School	Education	Children	A	McKinney ISD school

ID#	Name of Facility	Type of Facility	Specific Population Served	Segment	Additional Notes
14	The Goddard School of McKinney	Education	Children	A	Private daycare and preschool
15	Applebee Montessori Academy	Education	Children	A	Private preschool
16	The Children's Courtyard	Education	Children	A	Private daycare and preschool
17	Prosper KinderCare Learning Center	Education	Children	A	Private daycare and preschool
18	Carey Cox Memorial Park	Park	NA	A	City of McKinney park
19	La Cima Lake and Park	Park	NA	A	Neighborhood park
20	LifePointe Fellowship Church	Place of Worship	NA	A	Private church
21	McKinney Masonic Temple	Place of Worship	NA	A	Private church
22	ManeGait Therapeutic Horsemanship	Therapeutic Equestrian Center	Children and adults with disabilities	B	Equine-assisted therapy center, community volunteer support
23	Walnut Grove Cemetery	Cemetery	NA	B	Private cemetery in Prosper
24	Founders Classical Academy of Prosper	Education	Children	B	Recently constructed Prosper ISD charter school
25	Chinmaya Mission Panchavati	Place of Worship	Indian Speakers	B	Private church

Segment A is adjacent to 7 community facilities that serve vulnerable populations, including 2 McKinney ISD elementary schools, 1 Prosper ISD middle school, and 4 private daycares. Segment A would not displace any community facilities. See **Appendix A, Figure 3-2** for the locations of the community facilities along Segment A.

Two community facilities are along N. Custer Road on either side of and adjacent to Segment B – Founders Classical Academy of Prosper and ManeGait Therapeutic Horsemanship. In early 2021, Founders Classical Academy of Prosper, a tuition-free publicly funded charter school considered equal to an independent school district, opened for the enrollment of children from kindergarten through eighth grade in the southwest quadrant of N. Custer Road and E. First Street. Full build-out of the school campus is anticipated to be complete in August 2023, with the addition of a high school, and bringing the total estimated enrollment to approximately 1,200 students. Construction of the Founders Academy campus began after completion of the Feasibility Study and was therefore not reflected in that study. Approximately 800 feet southeast of the charter school and east of N. Custer Road is ManeGait Therapeutic Horsemanship, a privately owned non-profit organization that provides equine-assisted therapies to children and adults with disabilities. ManeGait is supported by a large network of volunteers from McKinney, Prosper, and other Collin County communities. Because ManeGait serves vulnerable populations (e.g., persons with disabilities and children), during the Feasibility Study, the TxDOT Dallas District eliminated alignments that would have displaced (required ROW from) the ManeGait facility. Segment B was developed to thread between the properties now occupied by Founders Classical Academy and the ManeGait facility (14-acre parcel). However, the proposed alignment

encroaches upon the property north of and adjacent to the ManeGait facility that is owned by the founder of ManeGait and reportedly used for some ManeGait therapy activities.<sup>1</sup>

Access to both facilities would be maintained from the local roadway system. No changes would be made to the existing access to either property. ADA-compliant shared-use paths (SUPs) are planned along the proposed frontage roads and would provide connectivity to existing and planned sidewalk systems along N. Custer Road and E. First Street.

As identified during the Feasibility Study, ManeGait serves children and persons with disabilities, including persons with a variety of physical, mental, and developmental conditions, along with veterans.<sup>2</sup> In 2021, ManeGait began their capital campaign for *The Beacon Project*, a multi-phased redevelopment plan for the facility to *optimize every acre of land, to house more horses, and to serve more*.<sup>3</sup> *The Beacon Project* would construct a second covered arena, a 30-stall horse barn, a new administrative building, a brain-building therapy center, and a 100-seat conference space to host meetings and community events on the existing ManeGait property.<sup>4</sup>

### 3.4.2 Segment E

Eleven community facilities are adjacent to Segment E. **Figure 5** indicates the name and type of facility adjacent to the segment.

*Figure 5: Community Facilities Adjacent to Segment E*

ID#	Name of Facility	Type of Facility	Serves a Specific Population	Segment	Additional Notes
26	Collin County Courthouse	Courthouse	NA	E	County government
27	McLary Cemetery	Cemetery	NA	E	Cemetery has a TX historical marker
28	Collin County J A E P	County school	Youths	E	Juvenile Justice Alternative Education Program
29	High Pointe Church of Christ	Place of Worship	NA	E	Private church
30	Bloomridge Neighborhood Amenity Center	Community Center	NA	E	Neighborhood amenity center
31	Timber Creek Amenity Center	Community Center	NA	E	Neighborhood amenity center
32	Naomi Press Elementary School	Education	Children	E	McKinney ISD
33	John A. Baker Elementary School	Education	Children	E	Prosper ISD
34	Inspiration Park	Park	NA	E	City of McKinney park
35	Jim Ledbetter Park	Park	NA	E	City of McKinney park

1 As indicated to the TxDOT study team by the ManeGait founders during a site visit conducted on April 4, 2022.

2 CSJs 1035-02-065, etc. White Paper: Therapeutic Horsemanship Facilities – Overview and Issues for Consideration. US 380 EIS, Collin County; October 2021.

3 The Beacon Project, ManeGait Therapeutic Horsemanship; <https://www.manegait.org/beaconproject/>

4 Ibid.

ID#	Name of Facility	Type of Facility	Serves a Specific Population	Segment	Additional Notes
36	Erwin Park	Park	NA	E	City of McKinney park

Segment E is adjacent to 3 community facilities serving vulnerable populations: 1 McKinney ISD elementary school, 1 Prosper ISD elementary school, and 1 Collin County juvenile center providing education to troubled youths. Segment E would not displace any community facilities. See **Appendix A, Figure 3-2** for the locations of the community facilities adjacent to Segment E.

Three community facilities more distant from Segment E deserve mention: the Boys & Girls Club of Collin County–McKinney and the Community Lifeline Center. The Boys & Girls Club of Collin County–McKinney is in the southeastern portion of the Segment E Focus Area, located approximately 3.7 miles south of Segment E and south of existing US 380 and west of SH 5. The club provides a variety of after school, summer, and athletic programs and support services designed to assist in the educational, emotional, physical, and social development of 5-year-olds to 18-year-olds, without regard to social, racial, ethnic, or religious background. The Community Lifeline Center is a 501(c)3 non-profit organization providing monetary and food assistance, educational information, and referral services for low-income residents of McKinney and northern Collin County. The Salvation Army of McKinney provides meals, food pantry services, and seasonal cooling and warming services to low-income populations. Both facilities were observed in the southeastern quadrant of the focus area, but neither is adjacent to the proposed Segment E alignment.

### 3.4.3 Segments C-D

Three community facilities are adjacent to Segment C and one is adjacent to Segment D. **Figure 6** indicates the name and type of facility adjacent to each segment.

*Figure 6: Community Facilities Adjacent to Segments C and D*

ID#	Name of Facility	Type of Facility	Serves a Specific Population	Segment	Additional Notes
37	Woodlawn Cemetery	Cemetery	NA	C	Historic cemetery
38	Tara Royal Equestrian Center	Equestrian Center	NA	C	Private boarding & rehab facility for horses
39	Apostolic Church of Jesus Christ (ACJC) McKinney	Place of Worship	NA	C	Located east of Roy Miller Salvage Yard
40	Thượng Hạnh Buddhist Monastery	Place of Worship	Vietnamese Speakers	D	NA

The Thượng Hạnh Buddhist Monastery is adjacent to Segment D. The facility, north of existing US 380 on Woodlawn Road west of Segment D, serves Vietnamese speakers.

A community facility of note, The Community Garden Kitchen of Collin County, a 501(c)3 nonprofit corporation, is centrally located within the Lewisville neighborhood, south of existing US 380 and approximately 0.4 mile west of Segment D. The facility provides meals on a daily basis and educational opportunities (e.g., food preparation, nutrition, and health) to low-income residents of Collin County. According to their website, they are

nearing completion of a new approximately 4,800 square-foot free-standing facility on the campus of Holy Family School (on Howard Street) with the facility open to serve the community by the end June 2022.

### 3.5 Race, Income, and Limited English Proficiency (by Segment Focus Area)

As shown in **Figure 7**, the cities of McKinney, Prosper, and Melissa experienced substantial population growth from 2010 to 2020. The Town of Prosper experienced the highest population growth in the CIA Study Area with approximately 161 percent growth from 2010 to 2020. Each of the municipalities within the CIA Study Area are expected to experience a substantial increase in population by 2040. The population of the Town of Prosper is projected to grow the most by approximately 376 percent from 2020 to 2040 and the City of Frisco is projected to have the smallest population change over the same time period with 58 percent growth.

*Figure 7: US 380 McKinney CIA Study Area Population Growth Projections*

Total Population	Estimate		Projections	Percent Change (2010-2020)	Percent Change (2020-2040)
	2010*	2020†	2040‡		
City of McKinney	131,117	191,197	274,566	48%	109%
Town of Prosper	8,173	25,887	44,878	217%	376%
City of Frisco	103,158	188,387	280,000	83%	58%
City of Melissa	4,163	10,774	13,216	159%	182%
Town of New Hope	614	600	1,195	-2%	95%
Collin County	782,341	1,006,038	1,689,168	29%	116%

Sources: \*2020 U.S. Census; †2016-2020 ACS 5-yr estimates; ‡Texas Water Development Board

According to the North Central Texas Council of Governments (NCTCOG), employment in Collin County is projected to grow by 54 percent from 2017 to 2045 (NCTCOG 2018). In the shorter term and per the Texas Workforce Commission, employment in the Dallas area is projected to grow by approximately 10 percent from 2018 to 2028 (TWC 2018).

#### 3.5.1 Segments A-B

The Segment A-B Focus Area consists of 11 census tracts (CT), and 28 block groups (BG). The total 2020 population of the Segment A-B Focus Area is 61,665. The minority population totals 26,863, or approximately 44 percent. According to 2020 ACS 5-year estimates, 9 BGs have 50 percent or greater minority population ranging from 50 percent (CT 305.37, BG 4) to 79 percent (CT 305.37, BG 2). Eight BGs are south of existing US 380 along the western portions of Segments A and B and one BG is north of US 380 between Coit Road and S. Preston Road. See **Appendix A, Figure 3-7** for the locations of these BGs.

Approximately one percent of the total household population in the Segment A-B Focus Area has limited English proficiency (LEP). Fifteen BGs in the Segment A-B Focus Area have LEP populations ranging from 1 percent to 15 percent of the total households in each BG. LEP persons in the CIA Study Area speak Spanish, other Indo-European languages, Asian and Pacific Island languages, and other languages. The 2020 average

median household income for a family of four in this focus area is \$129,879 and the lowest median household income is \$60,647 (CT 303.03, BG 2).

**Figure 8** summarizes the population and demographic composition of the Segment A-B Focus Area, which includes all CTs and BGs.

*Figure 8: Population and Demographic Distribution in Segment A-B Focus Area*

Census Tract	Block Group	Total Population	Minority Population	Percent Minority Population	LEP Households	Percent LEP Households	Household Income
303.01	1	1,500	339	23%	0	0%	\$154,706
303.02	1	2,877	598	21%	0	0%	-
303.02	3	461	174	38%	0	0%	\$195,625
303.03	1	3,365	1,063	32%	0	0%	\$163,884
303.03	2	1,184	616	52%	0	0%	\$60,647
303.03	5	2,124	576	27%	0	0%	\$199,583
305.19	1	7,134	4,388	62%	6	0%	\$170,776
305.24	1	2,906	2,146	74%	24	5%	\$100,833
305.24	2	2,092	1,012	48%	10	2%	\$96,607
305.24	3	2,043	1,216	60%	15	3%	\$151,471
305.24	4	1,949	1,082	56%	28	4%	\$93,854
305.25	1	2,277	468	21%	0	0%	\$106,660
305.25	2	1,366	401	29%	0	0%	\$117,000
305.25	3	2,323	462	20%	0	0%	\$131,563
305.37	1	1,557	1,017	65%	53	8%	\$115,203
305.37	2	1,686	1,340	79%	5	1%	\$142,473
305.37	3	2,825	1,380	49%	25	4%	\$125,294
305.37	4	1,511	760	50%	12	4%	\$136,378
305.39	1	1,765	897	51%	28	4%	\$160,969
305.39	2	2,001	811	41%	0	0%	\$100,231
305.39	3	1,682	733	44%	11	2%	\$120,234
305.46	1	2,613	544	21%	0	0%	\$174,161
305.46	2	2,998	1,453	48%	25	3%	\$139,167
305.47	1	1,742	481	28%	0	0%	\$170,360
305.47	2	1,983	737	37%	35	6%	\$139,333
305.47	3	1,990	641	32%	128	15%	\$111,161



Census Tract	Block Group	Total Population	Minority Population	Percent Minority Population	LEP Households	Percent LEP Households	Household Income
305.48	1	1,668	658	39%	0	0%	\$112,813
305.48	3	2,043	870	43%	10	1%	\$145,625

Source: 2020 ACS 5-yr Estimates; U.S. Census Bureau

### 3.5.2 Segment E

The Segment E Focus Area consists of 11 CTs, and 32 BGs. The total population of the Segment E Focus Area is 53,308. The minority population totals 24,562 or approximately 46 percent. According to 2020 ACS 5-year estimates, 15 BGs have 50 percent or greater minority population ranging from 50 percent (CT 308.02, BG 1) to 75 percent (CT 307.02, BG 1) percent. Four BGs are north of US 380 between Lake Forest Drive and SH 5 and 11 BGs are south of US 380 between S. Hardin Blvd. and SH 5. See **Appendix A, Figure 3-7** for the locations of these BGs.

Approximately 5 percent of the total household population in the Segment E Focus Area is classified as LEP. Eighteen BGs have LEP populations ranging from 2 percent to 22 percent of the total population in each BG. The average median household income for a family of four in this focus area is \$91,782 and the lowest median household income is \$32,112 (CT 308.02, BG 2).

**Figure 9** summarizes the population and demographic composition of the Segment E Focus Area, which includes all CTs and BGs.

*Figure 9: Population and Demographic Distribution in Segment E Focus Area.*

Census Tract	Block Group	Total Population	Minority Population	Percent Minority Population	LEP Households	Percent LEP Households	Household Income
302.02	1	2,930	672	23%	3	0%	\$83,947
302.02	2	1,609	632	39%	0	0%	\$202,250
302.02	3	1,806	724	40%	15	7%	\$173,958
303.01	3	2,884	1,128	39%	16	2%	\$141,012
303.01	4	3,022	1,403	46%	0	0%	\$133,036
303.01	5	2,539	1,009	39%	7	1%	\$113,005
303.07	2	3,704	1,043	28%	0	0	\$147,976
305.48	2	1,083	403	37%	0	0	\$149,909
306.04	1	2,392	1,059	44%	0	0	\$109,688
306.04	2	961	469	49%	0	0	-
306.05	1	1,776	1,073	60%	66	10%	\$46,667
306.05	2	2,599	1,353	52%	0	0	\$86,353
306.05	3	2,383	1,360	57%	57	6%	\$86,324

Census Tract	Block Group	Total Population	Minority Population	Percent Minority Population	LEP Households	Percent LEP Households	Household Income
306.08	1	1,396	644	46%	10	3%	\$79,050
306.08	2	1,112	574	52%	69	22%	\$90,616
306.09	1	16	12	75%	0	0	-
306.09	2	1,884	1,099	58%	22	4%	\$86,597
306.09	3	1,484	581	39%	64	7%	\$76,735
306.09	4	1,757	685	39%	0	0	\$92,402
306.09	5	1,635	703	43%	0	0	\$151,538
307.01	1	1,668	1,002	60%	58	9%	\$86,365
307.01	2	1,695	981	58%	117	20%	\$60,388
307.02	1	838	631	75%	49	17%	\$56,645
307.02	2	836	286	34%	0	0	\$114,886
307.02	3	1,131	310	27%	0	0	\$92,625
307.02	4	1,018	592	58%	32	7%	\$62,399
307.02	5	1,051	564	54%	45	10%	\$48,309
308.02	1	1,529	758	50%	38	8%	\$43,776
308.02	2	891	655	74%	45	12%	\$32,112
308.02	3	1,388	729	53%	104	17%	\$39,395
308.02	4	2,291	1,428	62%	87	13%	\$65,511

Source: 2020 ACS 5-yr Estimates; U.S. Census Bureau

### 3.5.3 Segments C-D

The Segment C-D Focus Area consists of 7 CTs and 8 BGs. The total population of the Segment C-D Focus Area is 19,543. According to 2020 ACS 5-year estimates, 3 BGs have 50 percent or greater minority population ranging from 53 percent (CT 310.07, BG 2) to 91 percent (CT 309.03, BG 4) percent. Two BGs, CT 309.01, BG 1 and CT 309.03, BG 4, south of existing US 380 in the Mouzon Neighborhood have approximately 82 percent and approximately 91 percent, respectively, minority population. See **Appendix A, Figure 3-7** for the locations of these BGs.

Approximately 6 percent of the total households in the Segment C-D Focus Area are classified as LEP. Five BGs have LEP populations ranging from 2 percent to 13 percent of the total household populations in each BG. The average median household income for a family of four in this focus area is \$86,208 and the lowest median income is \$34,152 (CT 309.01, BG 1).

**Figure 10** summarizes the population and demographic composition of the Segment C-D Focus Area, which includes all CTs and BGs.

Figure 10: Population and Demographic Distribution in Segment C-D Focus Area

Census Tract	Block Group	Total Population	Minority Population	Percent Minority Population	LEP Households	Percent LEP Households	Household Income
302.01	1	3,470	1,036	30%	0	0%	\$84,643
302.01	2	2,705	1,065	39%	10	2%	\$87,000
302.06	2	1,262	462	37%	0	0%	\$88,889
309.01	1	2,335	1,913	82%	76	13%	\$34,152
309.03	4	2,642	2,398	91%	115	12%	\$38,902
310.03	3	1,318	457	35%	27	7%	\$94,063
310.07	2	4,503	2,395	53%	23	3%	\$87,344
314.20	2	1,308	357	27%	0	0%	\$174,667

Source: 2020 ACS 5-yr Estimates; U.S. Census Bureau

### 3.6 Residential and Commercial Displacements

Relocations would be conducted according to the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended. The Uniform Act contains specific requirements that determine the way a government entity acquires private property for public use when federal funds are used for a project. The purpose of this act is to provide a uniform policy for fair and equitable treatment of persons and businesses displaced because of federal and federally assisted programs.

Potential residential and commercial property displacements resulting from the US 380 McKinney project were identified using the design schematics shared with the public in March 2022, and through collaborative review with the design team. Collin County Appraisal District (CCAD) data was reviewed for each potentially acquired parcel and anticipated displacement to determine the address, residence type and appurtenant, appraised structures. Sheds, garages, or covered parking structures are not included in the displacement count. Displacements classified as “other” include establishments that are not residential uses or businesses. Buildings are considered as potential direct displacements if the proposed ROW physically intersects the existing structure. Displacements considered to be induced by the proposed project are those buildings that would lose direct driveway access, parking lots, and/or where the proposed ROW is 50 feet or less from the building. If the proposed ROW impacts a structure with more than one business, each business is counted as a displacement.

Detailed lists of potential displacements associated with each Segment are provided in **Figures 11 through 16** and include a unique map identification number (ID No.) that corresponds to each parcel shown in **Appendix A, Figure 3-11a and 3-11b**.

### 3.6.1 Segments A-B

**Residential Displacements** - Six potential residential displacements have been identified in the Segment A-B Focus Area, with two potential direct displacements resulting from Segment A and four potential direct displacements resulting from Segment B. **Figure 11** describes the potential residential displacements associated with Segments A and B.

*Figure 11: Segment A-B Focus Area Potential Residential Displacements*

ID#	Address*	Segment	Direct/Induced Displacement	Residence Type*	Displacement Notes*
1	2099 County Road (CR) 856	A	Direct	Single Family	Parcel includes detached garage
2	6400 CR 124	A	Direct	Farm & Ranch Single Family	Parcel includes a barn and metal building
3	6271 CR 933	B	Direct	Single Family	Parcel includes a barn
4	3514 N Custer Road	B	Direct	Farm & Ranch Single Family	NA
5	3550 N Custer Road	B	Direct	Farm & Ranch Single Family	NA
6	3636 N Custer Road	B	Direct	Farm & Ranch Single Family	NA

\*Per CCAD

**Commercial Displacements** - Fourteen potential direct commercial displacements have been identified in the Segment A-B Focus Area, with all 14 potential direct commercial displacements resulting from Segment A. Segment B would not displace any commercial/business properties. The business name, address, service provided, and other details are shown in **Figure 12**. ID No. 36 is one retail building subdivided into four businesses and is considered as four direct displacements.

*Figure 12: Segment A-B Focus Area Potential Commercial Displacements*

ID#	Business Name and Address*	Segment	Direct/Induced Displacement	Service Provided	Displacement Notes*
33	SCP Distributors 4011 W University Drive	A	Direct	Landscaping Supplies	One mobile home structure
34	Firestone 4211 W University Drive	A	Direct	Vehicle Service	One building
35	Popeyes Louisiana Kitchen 4235 W University Drive	A	Direct	Fast Food Restaurant	One building
36	Prosper Plaza 4261 W University Drive	A	Direct	Retail and Restaurant	One building subdivided into a Starbucks, T-Mobile, The UPS Store, Sherwin Williams Paints.
37	Burger King 4355 W University Drive	A	Direct	Fast Food Restaurant	One building
38	Taco Bueno 4385 W University Drive	A	Direct	Fast Food Restaurant	One building
39	Ewing Irrigation & Landscape Supply 8960 W University Drive	A	Direct	Irrigation and landscape supplier	One building
40	Former Valero 8850 W University Drive	A	Direct	Former retail shop and gas station	Vacant building

ID#	Business Name and Address*	Segment	Direct/Induced Displacement	Service Provided	Displacement Notes*
41	Brackeen Trailer Sales 8734 W University Drive	A	Direct	Trailer retailer	One building
42	Valvoline Instant Oil Change 8720 W University Drive	A	Direct	Vehicle Service	One building
43	AT&T Store	A	Direct	Mobile Phone Retailer	One building

\*Per CCAD.

### 3.6.2 Segment E

**Residential Displacements** - Ten potential direct residential displacements would occur in the Segment E Focus Area. **Figure 13** describes these potential residential displacements.

*Figure 13: Segment E Focus Area Potential Residential Displacements*

ID#	Address*	Segment	Direct/Induced Displacement	Residence Type*	Displacement Notes*
7	6290 CR 123	E	Direct	Farm & Ranch Single Family	Parcel includes two residential structures, and detached garage
8	6180 CR 123	E	Direct	Farm & Ranch Single Family	Parcel includes detached garage and shed/barn
9	6008 CR 123	E	Direct	Farm & Ranch Single Family	Parcel includes detached garage and barn
10	4023 Akela Way	E	Direct	Single Family	Parcel includes shed/barn
11	4053 Akela Way	E	Direct	Single Family	Parcel includes detached garage and shed
12	5764 CR 123	E	Direct	Single Family	Parcel includes detached garage and shed
13	5000 CR 164	E	Direct	Single Family	Parcel includes two shed/barns
14	5764 CR 201	E	Direct	Farm & Ranch Single Family	NA
15	5378 CR 201	E	Direct	Farm & Ranch Single Family	Parcel includes a shed
16	Private Road 5307, US 75	E	Direct	Single Family	NA

\*Per CCAD

**Commercial Displacements** - One potential direct commercial displacement would occur along Segment E, All Storage at Lake Forest (ID No. 44) located at 5000 CR 164. This parcel has a single-family residence proposed to be replaced by a 168,000 storage facility with an expected construction complete date of Fall 2022<sup>5</sup>.

### 3.6.3 Segments C-D

**Residential Displacements** - Sixteen potential residential displacements would occur in the Segment C-D Focus Area, with 11 potential direct displacements and 1 potential induced displacement resulting from Segment C

5 <https://www.insideselfstorage.com/development/self-storage-development-and-zoning-activity-april-2021>

and 5 potential direct displacements and 1 potential induced displacement resulting from Segment D. **Figure 14** describes the potential residential displacements along Segments C and D.

*Figure 14: Segment C-D Focus Area Potential Residential Displacements*

ID#	Address*	Segment(s)	Direct/Induced Displacement	Residence Type*	Displacement Notes*
17	2235 CR 338	C	Direct	Single Family	Parcel includes three shed/barns
18	2172 CR 338	C	Direct	Farm & Ranch Manufactured Home	Parcel includes a stable and two shed/barns
19	1834 CR 329	C	Direct	Single Family	Parcel includes shed
20	1836 CR 329	C	Direct	Manufactured Home	Parcel includes a detached carport
21	1872 CR 329	C	Direct	Farm & Ranch Single Family	Parcel includes a detached carport
22	1892 Peacock Trail	C	Direct	Farm & Ranch Single Family	Parcel includes two shed/barns
23	2040 Peacock Trail	C	Direct	Farm & Ranch Single Family	NA
24	2461 CR 330	C	Induced	Single Family	Two residential structures and barn
25	2805 E University Drive	C	Direct	Single Family	Parcel includes detached garage and carport and two barns
26	2163 E Dave Brown Road	C	Direct	Farm & Ranch Single Family	Parcel includes two residential structures
27	2229 E University Drive	C & D	Direct	Single Family	Parcel includes a shed and barn/metal building
28	2273 E University Drive	C& D	Direct	Single Family	Parcel includes a detached carport and barn
29	3001 Woodlawn Road	D	Direct	Single Family	NA
30	2908 Woodlawn Road	D	Direct	Manufactured Home	Potential low-income
31	2904 Woodlawn Road	D	Direct	Single Family	Potential low-income
32	2902 Woodlawn Road	D	Induced	Single Family	Potential low-income

\*Per CCAD

**Commercial Displacements** – Twenty-three potential commercial displacements would occur in the Segment C-D Focus Area, with 18 potential direct commercial displacements and 1 potential induced commercial displacement resulting from Segment C; and 11 potential direct commercial displacement resulting from Segment D. If the Spur 399 Extension project were to be implemented (W/Spur), Segments C and D would each have 2 additional potential direct displacements. The business name, address, the service provided, and other details of these displacements are shown in **Figure 15**.

Figure 15: Segment C-D Focus Area Potential Commercial Displacements

ID#	Business Name and Address*	Segment(s)	Direct/Induced Displacement	Service Provided	Displacement Notes*
45	Lone Star Wrecker 2343 E University Drive	C & D	Direct	Towing Services	One Building
46	Safari Towing & Road Service 2353 E University Drive	C & D	Direct	Towing Services	One Building and one shed
47	Solid Woodmakers 2421 E University Drive	C & D	Direct	Custom Woodworking Services	One building
48	PowerDynamix 2421 E University Drive	C	Direct	Auto Machine Shop	One building on same parcel as #44
49	Supreme Shutters Co. 2125 EZ Street	C	Direct	Window Treatments	One building on same parcel as #44 & 45
50	Arrete Auto Repair 2421 E University Drive, Bldg. 2127, Suite B	C	Direct	Vehicle Service	One building on same parcel as #44, 45 & 46
51	Whiteside Customs 2421 E University Drive, Bldg. 2112	C & D	Direct	Auto Services	Two buildings on same parcel as #44-47
52	XCEL Auto Repair 2421 East University Drive. Bldg. 2	C & D	Direct	Auto Repair Services	One building on same parcel as #44-48
53	Texas Metal Company 2431 E University Drive	C & D	Direct	Recycling Services	Four buildings on four parcels.
54	Hernandez Auto 2411 CR 330	C & D	Direct	Auto Services	Four buildings and two canopies.
55	Progressive Water Treatment 2535 E University Drive	C & D	Direct	Water Treatment Systems and Supplies	Eight buildings
56	2480 CR 330	C & D	Direct	N/A	One building Unidentified business
57	2593 E University Drive	C	Direct	N/A	Two buildings Unidentified business
58	Parkway Auto Sales 2675 E University Drive	C	Direct	Auto Sales	One building
59	Collin County Truck Parts & Drive Shaft Service 2735 E University Drive	C	Direct	Auto Parts and Service	Two buildings
60	Nanos Tire 2775 E University Drive	C	Direct	Auto Tire Sales and Service	One building
61	J&J Tires 2861 E University Drive	C	Direct	Tire Sales and Service	One building
62	Southwest Valve Service 2891 E University Drive	C - with Spur 399 Extension project	Direct	Auto Repair	Two buildings
63	Roy Miller Auto Salvage 2933 E University Drive	C	Induced	Auto Salvage	Two buildings. Direct displacement w/Spur 399. Induced w/out Spur 399
64	Caraway Concrete Construction (or CNC Concrete) 2906 Woodlawn Rd	D	Direct	Construction Services (CNC Concrete) and Auto Repair (Misfits of Christ Garage)	Three buildings and five canopies Parcel includes two businesses
65	1005 E University Drive	D	Direct	Welding Services	Three buildings
66	Lattimore Materials Company 1000 E University Drive	D - with Spur 399 Extension project	Direct	Concrete and Construction Services	Six buildings on one parcel. Business is on four parcels total



ID#	Business Name and Address*	Segment(s)	Direct/Induced Displacement	Service Provided	Displacement Notes*
67	RaceTrac 1004 E University Drive	D – with Spur 399 Extension project	Direct	Retail Gas Station and Convenience Store	One Building

\*Per CCAD.

### 3.7 Other Displacements

Four total potential “other” displacements would occur across all Segment Focus Areas. Segment A has one potential induced displacement, Segment E has two direct potential displacements, and Segment D has one direct potential displacement. At this time the displacement type listed for Segment A is unknown. **Figure 16** shows more other potential displacement details.

Figure 16: Other Potential Displacements

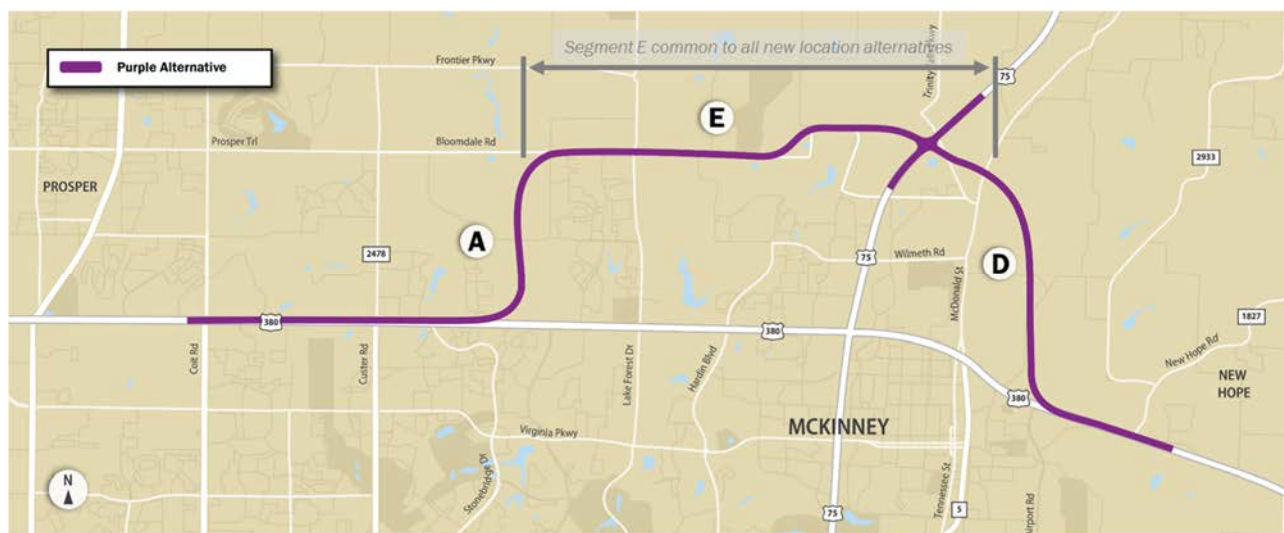
ID#	Address*	Segment	Direct/Induced Displacement	Displacement Type	Displacement Notes*
68	7556 W University Drive	A	Induced	N/A	Two buildings. CCAD does not show improvement data for this parcel
69	4825 N US 75-Central Expy 1000	E	Direct	Atmos Natural Gas Lift Station	Lift station is on same parcel as ID#20
70	4825 N US 75-Central Expy 1000	E	Direct	Billboard	Billboard is on same parcel as ID#20
71	E. University Drive – north side of US 380	D	Direct	Billboard	Billboard is located across US 380 from ID#69

\*Per CCAD and/or Google Maps

## 4.0 Comparison of the Build Alternatives

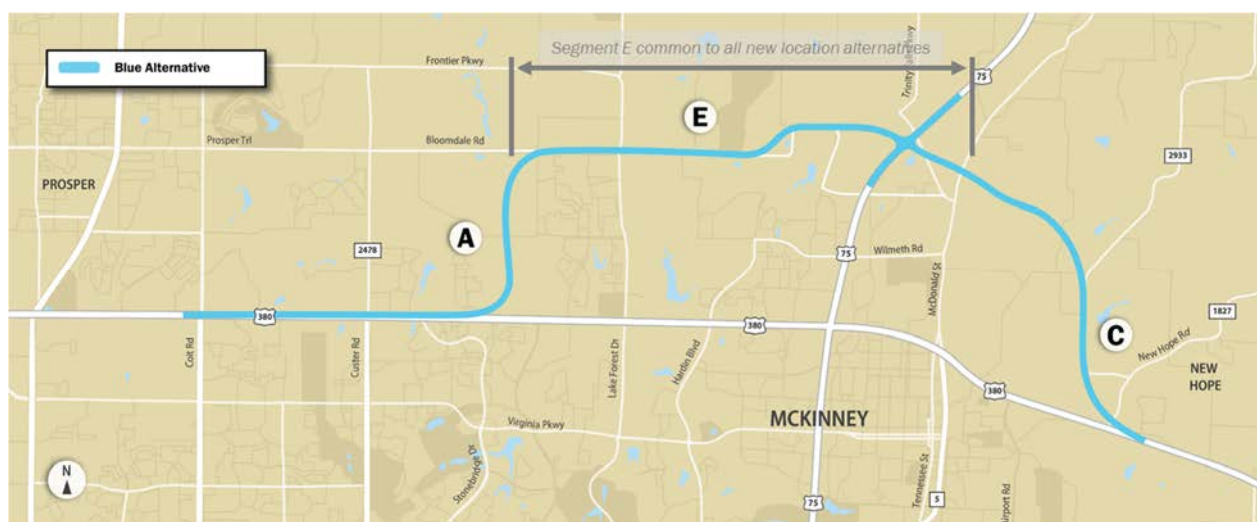
This section describes the end-to-end proposed Build Alternatives comprised of Segments A, B, C, D, and E. **Figures 17 through 20** illustrate the Purple, Blue, Brown, and Gold Alternatives.

Figure 17: Purple Alternative – A+E+D



The **Purple Alternative** is composed of Segments A, E, and D and is approximately 15.8 miles long. It represents the US 380 McKinney (Coit Road to FM 1827) section of the Recommended Alignment from the Feasibility Study. The Purple Alternative begins at the intersection of Coit Road and existing US 380 in the Town of Prosper and travels around the north side of McKinney turning south near US 75 and SH 5 to extend along the west side of the East Fork Trinity River to connect back to existing US 380 near FM 1827. Grade-separated interchanges are considered at the alignment's departure from existing US 380 at future Ridge Road, Wilmet Road, Ridge Road (McKinney city limits/Collin County line), Lake Forest Drive, CR 1006, future Hardin Road (McKinney city limits), Laud Howell development, US 75 (multi-level), SH 5, McIntyre Road, and at its connection back to existing US 380 near Airport Drive west of FM 1827.

Figure 18: Blue Alternative – A+E+C



The **Blue Alternative** is composed of Segments A, E, and C and is approximately 15.6 miles long. The Blue Alternative differs from the Purple Alternative between US 75/SH 5 and existing US 380 east of McKinney where the alignment follows that of Segment C parallel to and east of the East Fork Trinity River. The alignment

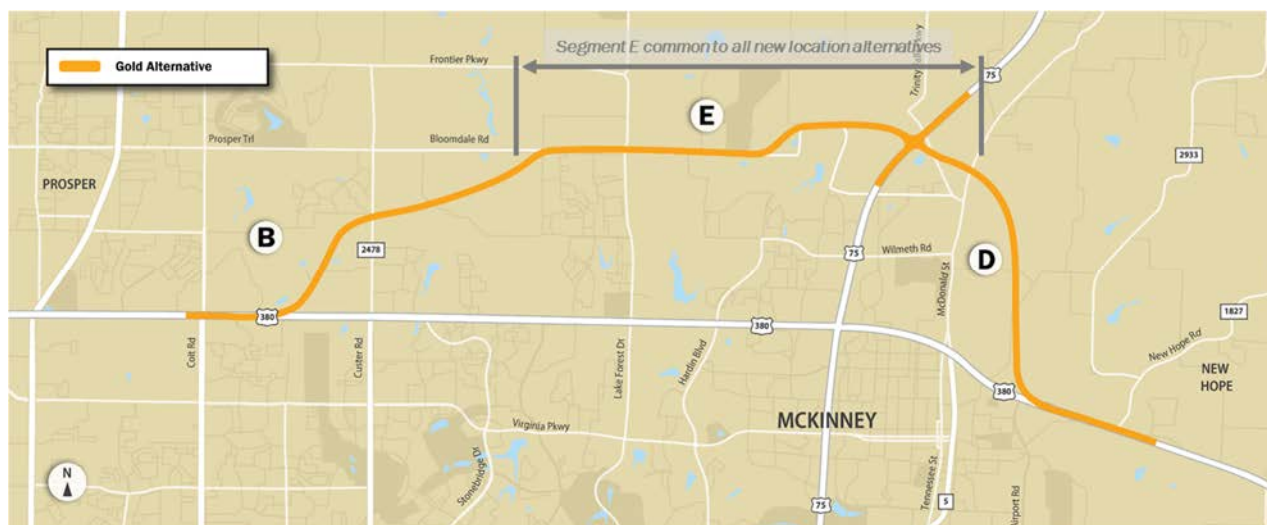
would connect back to existing US 380 near FM 1827. Grade-separated interchanges would be considered at the alignment's departure from existing US 380 at future Ridge Road, Wilmeth Road, Ridge Road (McKinney city limits/Collin County line), Lake Forest Drive, CR 1006, future Hardin Road (McKinney city limits), Laud Howell development, US 75 (multilevel), SH 5, CR 338, CR 2933, and at its connection back to existing US 380 near FM 1827.

Figure 19: Brown Alternative – B+E+C



The **Brown Alternative**, approximately 14.8 miles long, is composed of Segments B, E, and C. It begins at Coit Road and existing US 380 and follows the existing US 380 alignment to west of N. Custer Road where it turns north and east to travel around the north side of McKinney, connect to US 75/SH 5, and then follows the alignment east of and parallel to the East Fork Trinity River to connect to existing US 380 near FM 1827. The Brown Alternative differs from the Blue Alternative in the alignment from Coit Road to the future intersection of Ridge Road and Bloomdale Road (Segment B). Grade-separated interchanges would be considered at the alignment's departure from existing US 380 west of N. Custer Road, at N. Custer Road/E. First Street, future Wilmeth Road, future N. Stonebridge Drive, Ridge Road (McKinney city limits/Collin County line), Lake Forest Drive, CR 1006, future Hardin Road (McKinney city limits), Laud Howell development, US 75 (multi-level), SH 5, CR 338, CR 2933, and at its connection back to existing US 380 near FM 1827.

Figure 20: Gold Alternative – B+E+D



The **Gold Alternative**, composed of Segments B, E, and D, is approximately 16.3 miles long and matches the Brown Alternative between Coit Road and US 75/SH 5 where it turns south along the west side of the East Fork Trinity River to connect to existing US 380 near Airport Drive and then follows the exiting US 380 alignment east to FM 1827. Grade-separated interchanges would be considered at the alignment's departure from existing US 380 west of N. Custer Road, at N. Custer Road/First St., future Wilmet Road, future N. Stonebridge Drive, Ridge Road (McKinney city limits/Collin County line), Lake Forest Drive, CR 1006, future Hardin Road (McKinney city limits), Laud Howell development, US 75 (multi-level), SH 5, McIntyre Road, and at its connection back to existing US 380 near Airport Drive west of FM 1827.

## 4.1 Access and Travel Patterns

### 4.1.1 Bicycle and Pedestrian Accommodations

Bicycle and pedestrian facilities in the CIA Study Area include hike and bike trails through residential and recreational areas and streets designated as "Bicycle Boulevards" throughout the City of McKinney north and south of US 380. McKinney is currently developing a City-Wide Trail Master Plan to guide implementation of a connected trail network that would provide a Greenbelt Loop Trail connecting trails along the Wilson Creek Greenbelt and the Honey Creek Greenbelt (northeast of McKinney). The SUPs would provide connectivity to existing and planned sidewalk and trail systems on public ROW, including the components of McKinney's City-Wide Trail Master Plan as it is implemented.

The design of the SUPs would comply with TxDOT's Roadway Design Manual, guidelines developed by the American Association of State Highway and Transportation Officials, and the ADA. Providing SUPs with connectivity to existing and planned bicycle and pedestrian systems complies with TxDOT's Bicycle Accommodation Design Guidance (adopted April 2, 2021) which also implements the U.S. Department of Transportation's (USDOT) policy to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into transportation systems. The SUPs would also support multi-modal use of the corridor for those residents that do not have access to a vehicle.

### 4.1.2 Build Alternatives

Existing US 380 is classified as a principal arterial with a varying speed limit of 45-60 miles per hour. The current roadway configuration consists of 4-6 travel lanes within existing ROW ranging in width from approximately 130 to 180 feet. Modes of transportation documented within the CIA Study Area include automobiles, bicycles, and walking. Public transit options are limited to a subsidized taxi service provided by DART Mobility Service that provides on-demand shared rides to qualifying riders from McKinney and Prosper; and Collin County Transit's door-to-door service for residents 65 years of age or over, individuals with disabilities, and low-income individuals.

In 2020, existing US 380 operated at or over capacity during AM and PM peak travel periods, typically at level of service F, meaning the number of vehicles on the road exceeds the capacity of the roadway, causing a significant drop in travel speeds and an increase in congestion and travel delay. Although travel-time studies have not been conducted, it is anticipated the added capacity and higher travel speeds along each of the proposed alternatives would improve east-west travel times for both emergency responders and commuters using the proposed routes. The proposed grade-separated interchanges and intersection improvements (including U-turns) along the proposed frontage roads would reduce congestion at major cross-streets allowing emergency vehicles to bypass traffic lights, shortening transit times through the CIA Study Area. For all Build Alternatives, access to adjacent community facilities listed in **Figures 3 through 5** would be maintained.

The following sections describe the access changes resulting from implementation of each of the Build Alternatives described from the western terminus near Coit Road to the eastern terminus near FM 1827. At the time of this writing, the descriptions presented in the following sections include only the W/O Spur 399 scenario. The schematic designs for Segments C and D "W/Spur" are under refinement. The typical section is shown in **Appendix A, Figure 4-2**.

#### 4.1.2.1 Purple Alternative (A+E+D)

From the western terminus of the proposed alignment at Coit Road where Segment A begins, the Purple Alternative improves approximately 3.28 miles of existing US 380 to where the alignment turns north on new location. Along this section of the Purple Alternative, the existing westbound mainlanes would be removed just east of Coit Road to approximately east of Lakewood Drive. The proposed westbound interim mainlanes would become a four-lane frontage road constructed north of the existing US 380 within proposed ROW. The eastbound main lanes would remain and serve as the frontage roads where the proposed facility ties into the proposed four-lane mainlanes just east of Lakewood Drive. The following access changes would occur west of the northbound new location section of the Purple Alternative:

- A crossover would be provided to maintain access to Prestwick Hollow Drive and the neighborhoods south of US 380. The existing crossover at Lakewood Drive would be removed and replaced with a right and left turn only intersection for westbound travelers. Eastbound travelers would no longer be able to make a left turn onto Lakewood Drive from US 380 and would need to use the proposed U-turn at the future Independence Parkway approximately 0.38 mile east of the existing Lakewood Drive intersection.



- A new diverging diamond interchange (DDI) with U-turns is proposed at N. Custer Road and US 380 with a bridge constructed over Custer Road. The DDI would allow two directions of traffic on N. Custer Road to temporarily divide and cross to the opposite side of the road to easily gain access to and from US 380. The proposed DDI would increase traffic flow by temporarily shifting traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the intersection simultaneously, eliminating the need for left-turn bays or signals.
- East of N. Custer Road, access to Walnut Grove Road and CR 856 would be maintained via the westbound frontage road.
- A new grade-separated interchange with U-turns would be provided at N. Stonebridge Drive. The proposed intersection would provide a new location north and southbound N. Stonebridge Drive, north of proposed US 380.
- Access to the Tucker Hill neighborhood would be preserved with left lanes to and from Tremont. Boulevard eliminating the need for Tucker Hill residents to use turnarounds and US 380/University Drive and Stonebridge Drive to access the neighborhood from the frontage roads.
- The westbound turn lane to southbound Grassmere Lane would be removed and replaced with right- and left- turn lanes from the proposed US 380 frontage roads.

Access driveways would be maintained to the businesses east of existing Red Bud Drive and west of N. Custer Road (FM 2478), and south of US 380.

East of Grassmere Lane, the new location facility begins to depart the existing US 380 alignment northward. The following access changes would occur in this location:

- Portions of existing US 380 would be removed with the eastbound frontage roads allowing travelers to either turn right onto a two-way road that would provide access to Freedom Drive and the neighborhood south of US 380 and Horizon Medical Center or continue on the frontage road and turn right onto a single-lane connector that merges with the existing US 380 mainlanes.
- A new interchange with U-turns and grade-separated crossover would be provided to allow travelers on the proposed eastbound frontage to:
  - Turn right and merge onto the existing US 380 eastbound lanes.
  - Make a U-turn to travel westbound on US 380.
  - Allow travelers driving westbound on the new location frontage road to turn left to access existing US 380 mainlanes.
  - Allow westbound traffic from existing US 380 to either turn right onto the proposed northbound frontage road or turn left onto the proposed westbound frontage road.

Traveling northbound, Segment A of the Purple Alternative traverses approximately 1.9 miles on new location and would include:

- A new grade-separated interchange at CR 124 with U-turns on the frontage roads.
- A new grade-separated interchange with U-turns would be provided at future Bloomdale Road West; however, the Bloomdale interchange would only provide a westbound connection.
- A new grade-separated interchange with U-turns would be provided at CR 161 (future Ridge Road).

The Purple Alternative then turns east and aligns adjacent to and north of existing Bloomdale Road for approximately 2.6 miles. The following access changes along this portion (Segment E) of the alignment are proposed:

- From approximately CR 161 to just east of FM 1461, portions of existing Bloomdale Road would be removed; however, access to the neighborhoods south of Bloomdale Road would be maintained at Baneberry Lane and Bluewood Drive and would be accessible via the proposed eastbound frontage road.
- Access would be maintained to the private driveways and roads north Bloomdale Road via the proposed westbound frontage road.
- Travelling east, the next intersection is FM 1641 where a new grade-separated interchange with U-turns would be provided.
- East of the FM 1461 intersection, the remainder of existing Bloomdale Road would be removed and access points to private roads, FM 1006, and CR 943 would be maintained via proposed east and westbound frontage roads. Access to Erwin Park via FM 1006 would be provided by the westbound frontage road.
- East of CR 1006, an access point at Limousine Parkway would be provided to the Erwin Farms and Timber Creek neighborhoods south of the proposed alignment via the eastbound frontage road and another access point, approximately 0.5 mile east, would be provided by the future grade-separated Bloomdale Road East intersection.

East of this location, the alignment turns northeast then eastward and collocates with existing CR 201 for approximately 0.65 mile to its terminus at Community Avenue. This portion of CR 201 would be removed and replaced with the proposed facility. Access changes in this portion of the Purple Alternative are as follows:

- Access to the new facility to and from CR 201 would be provided by a new right-turn from the proposed westbound frontage road.
- Just east of the new CR 201 access point, a new grade-separated interchange at CR 164 (future Hardin Boulevard) would be provided. Travelers would turn right from the eastbound frontage road or turn left from the westbound frontage road to access the southbound-only access point to CR 164.
- Traveling east, the next access point is a new grade-separated intersection with southbound only Community Avenue to access the Collin County facilities south of the proposed alignment. CR 1200 would be removed in this location.

East of Community Avenue the proposed alignment transitions to bridge structures that would provide direct connection flyovers to access northbound and southbound US 75, as well as direct connections to SH 5 approximately 0.75 mile east of the proposed US 380/US 75 interchange. Approximately 0.24 mile west of the proposed US 380/US 75 interchange is the proposed grade-separated interchange of future Trinity Falls Parkway. The proposed US 380 direct access connections to US 75 and SH 5 would be as follows:

- US 380 eastbound mainlane direct connector to northbound and southbound US 75 mainlanes, as well as a direct connection to the southbound US 75 frontage road.



- US 380 westbound mainlane direct connector to northbound and southbound US 75 mainlanes, as well as direct connection to Spur 195 which would directly connect to US 75 frontage.
- US 75 southbound direct connector to westbound and eastbound US 380 mainlanes.
- US 75 northbound direct connector to westbound and eastbound US 380 mainlanes.
- US 380 eastbound direct connections to north and south bound SH 5 where travelers would either take a right or left onto SH 5.
- SH 5 westbound direct connections to southbound US 75 mainlanes, Spur 195 to access US 75 frontage roads, and westbound US 380 mainlanes and frontage roads.
- US 380 westbound frontage ramp to northbound and southbound SH 5.
- SH 5 northbound right-turn only ramp to eastbound US 380.

From SH 5, the Purple Alternative mainlanes and frontage roads traverse east then southward on new location for approximately 1.4 miles to the new interchange at McIntyre Road. The new interchange would include U-turns and left and right-turns onto either CR 331 or McIntyre Road. South of the US 380/McIntyre Road interchange, portions of Woodlawn Road would be removed where it crosses the proposed facility and new frontage road accesses would be provided via new location access roads to tie into existing Woodlawn Road. To access Thượng Hạnh Buddhist Monastery travelers would need to take the new McIntyre Road/CR 331 exit from the southbound US 380 mainlanes, continue past the new McIntyre Road/CR 331 intersection, then make a right-turn on the new Woodlawn access point. Access to the monastery would remain the same for eastbound and westbound travelers on existing US 380, west of the new interchange at Airport Drive.

South of the proposed US 380/McIntyre Road interchange, the Purple Alternative footprint widens as the alignment turns eastward toward its connection back to the existing US 380 alignment near Airport Drive west of FM 1827.

If the Spur 399 Extension project was not implemented the US 380/Airport Drive interchange configuration would remain the same, but would provide the following new access and connections:

- A 4-lane southbound frontage road that splits with a 2-lane road that connects to the at-grade US 380/Airport Drive interchange with a dedicated right-turn only lane to westbound US 380 and an eastbound 2-lane frontage that connects to eastbound US 380.
- Northbound 2-lane road that connects to the northbound US 380 frontage road.
- Eastbound US 380 right-turn lane to southbound Airport Drive and northbound Airport Drive right-turn lane to eastbound US 380.
- Westbound US 380 right-turn lane to northbound US 380 frontage road.

Just east of the US 380/Airport Drive intersection, the existing US 380 westbound mainlanes would be removed and replaced by a new westbound mainlane alignment that would be north of the existing ROW. The eastbound mainlanes would be reconstructed within the existing ROW. Access to Greenville Road would be maintained on the eastbound mainlanes and driveway access would be maintained to businesses south of US 380.

The existing connection to FM 1827 from US 380 would be removed and replaced by a new grade-separated intersection constructed at US 380 and FM 1827 which would provide U-turns and northbound access to FM 1827 and southbound access from FM 1827 to westbound and eastbound US 380. East of FM 1827, the existing connection to CR 330 would be removed and replaced by a new right-turn access road from US 380 and right-turn from CR 330 to westbound US 380.

#### 4.1.2.2 Blue Alternative (A+E+C)

The Blue Alternative would provide the same access and mobility in the CIA Study Area as the Purple Alternative, except where the last leg of the alignment at SH 5 traverses east following Segment C to existing US 380. The discussion that follows details the access changes of the eastern portion of the Blue Alternative following Segment C.

From SH 5, the Blue Alternative mainlanes and frontage roads traverse east then southward on new location for approximately 1.3 miles to the new interchange at CR 338. The new interchange would include U-turns and left and right-turns onto CR 338. This intersection would tie into the proposed realignment of CR 338. Portions of existing CR 338 would be removed where US 380 intersects the road and a new access point to CR 338 from the southbound frontage road would be created just south of Private Road 5310. Another new access point would be created from the northbound frontage road to tie into the private road.

Approximately 0.6 mile south of the CR 338 interchange and new interchange configuration would be constructed at CR 331 and FM 2933. Portions of existing CR 331 would be removed with no direct access provided to FM 2933 from CR 331. A right-turn only access point to and from CR 331 would be provided from the southbound frontage road. And a right-turn only access point to and from FM 2933 would be provided from the northbound frontage road of the proposed alternative. To access FM 2933 from CR 331, travelers would have to make a right-turn onto the proposed southbound frontage road, then travel south for approximately 0.25 mile to the proposed U-turn south of CR 335 and travel north to the new access point onto FM 2933.

South of the new CR 331/FM 2933 intersection, existing southbound FM 2933 would be removed and replaced by the proposed southbound frontage road. Portions of existing residential driveways to the east would also be removed to allow for the construction of the new facility; however, access points would be maintained to these residences. Just south of the residences, portions existing CR 335 would be removed where the proposed alignment would cross, and travelers would no longer be able to directly access the residences east of the proposed alignment. Eastbound travelers on CR 335 would need to make a right-turn onto the southbound frontage and make a U-turn, then travel north to access the homes on the east side of the proposed alignment.

South of CR 335, the intersections of CRs 329, CR 332, and FM 2933 would be replaced. Access to the equestrian center and residence west of the alignment would be provided by driveways west of the southbound frontage. Direct access to these areas from CR 332 and FM 2933 would no longer be available because portions of the roadways would be removed and replaced by the proposed alignment. A new access point to FM 2933 would be provided by the proposed northbound frontage road. Two additional streets would be removed south of the intersections of CR 329, CR 332, and FM 2933, Peacock Trail and Dave Brown Road.

A new grade-separated interchange at FM 1827 with U-turns would be provided and the existing intersection at US 380 and FM 1827 would be removed. South bound travelers on FM 1827 would be able to make a right-turn onto the proposed northbound frontage road or proceed south to the new westbound US 380 connection. Eastbound travelers on existing US 380 in this location would be able to make a right-turn onto the proposed frontage road to travel on east and merge onto existing eastbound US 380, make a left-turn onto the proposed northbound frontage road, or continue north to FM 1827. Access to the business south of the new intersection, along the portion of existing US 380 that would be removed, would be provided by the proposed eastbound frontage road with a cul-de-sac style road with driveways. The remaining portion of Segment C, where the proposed mainlanes match existing US 380, driveway access would be maintained to the businesses north and south of the proposed ROW.

#### 4.1.2.3 Brown Alternative (B+E+C)

From the western terminus of the proposed alignment at Coit Road where Segment B begins, the Brown Alternative adds improvements to existing US 380 for approximately 0.9 mile where the alternative turns north on new location just west of Red Bud Drive. In this portion of the Brown Alternative, the existing westbound mainlanes would be removed just east of Coit Road to approximately east of Lakewood Drive. The proposed westbound interim mainlanes would be a four-lane frontage road constructed north of the existing US 380 within proposed ROW and would tie into the existing mainlanes at Coit Road. The eastbound mainlanes would remain and serve as the frontage roads where the proposed facility ties into the proposed four-lane mainlanes just east of Lakewood Drive. The following access changes would occur west of the northbound new location section of the Brown Alternative:

- A crossover would be provided to maintain access to Prestwick Hollow Drive and the neighborhoods south of US 380. The existing crossover at Lakewood Drive would be removed and replaced with a right and left turn only intersection for westbound travelers. Eastbound travelers would no longer be able to make a left turn onto Lakewood Drive from US 380 and would need to use the proposed U-turn at the future Independence Parkway approximately 0.38 mile east of the existing Lakewood Drive intersection.
- The existing crossover at Red Bud Drive would be removed and replaced by a right-turn only intersection from the eastbound frontage road. An access point for a residence on a private road just east of Red Bud Drive would be maintained.
- East of the future Independence Parkway intersection where the Brown Alternative turns north, a new access point to existing US 380 would be constructed allowing travelers to continue north on the mainlanes or turn right onto the new frontage to access existing eastbound US 380. Access points would also be provided in this location to access the businesses south of US 380.

From where the proposed alignment departs from existing US 380, Segment B of the Brown Alternative extends northeast for approximately 3.2 miles on new location and would provide the following:

- A new grade-separated interchange at N. Custer Road with U-turns on the frontage roads. Access points to the newly constructed Founders Classical Academy would be maintained north of the

proposed alignment on First Street and access points to ManeGait Therapeutic Horsemanship would be maintained along N. Custer Road.

- Traversing northeast, CR 124 would be removed where the Brown Alternative crosses the road. Those traveling north on CR 124 would have to turn right onto the eastbound frontage road and make a U-turn at the future N. Stonebridge Drive intersection, then travel west on the new frontage road to then make a right-turn on to CR 124. Conversely, in order to access CR 124 south of the proposed alignment, travelers would have to make a right-turn onto the westbound frontage road and make a U-turn at the new N. Custer Road interchange, then travel east and make a right-turn onto southbound CR 124.
- A new grade-separated interchange at future N. Stonebridge Drive, east of Country Road 124, and would include U-turns on the frontage roads.
- A new grade-separated interchange at future Bloomdale Road West, east of the future N. Stonebridge intersection. The future road would only connect to the north side of the proposed alignment
- A new grade-separated interchange with U-turns would be provided at CR 161 (future Ridge Road).

The Brown Alignment then traverses east and collocates adjacent to and north of existing Bloomdale Road along Segment E. See the discussions in **Sections 4.1.2.1** and **4.1.2.2** for access changes in Segments E and C.

#### 4.1.2.4 Gold Alternative (B+E+D)

The Gold Alternative would provide the same access and mobility in the CIA Study Area as the Brown Alternative, except where the last leg of the alignment at SH 5 traverses east following Segment D to existing US 380. See **Section 4.1.1** for the access and mobility changes in Segment D.

## 4.2 Displacements and Relocations

The Build Alternatives require new ROW, the majority on new location, and would displace residences, businesses, and other uses. This section summarizes the potential displacement impacts for each alternative. **Figure 21** shows the estimated number of potential residential, commercial, and other structures that would be displaced as a result of the implementation of each Build Alternative. See **Figures 11** through **16** in **Section 3-6** for displacement details for each Segment and **Appendix A, Figure 3-11a and 3-11b**.

*Figure 21: Total Displacements for Each Build Alternative*

Displacements*	Purple Alternative A+E+D	Blue Alternative A+E+C	Brown Alternative B+E+C	Gold Alternative B+E+D
Residential W/O Spur 399	18	24	26	20
Residential W/Spur 399	18	24	26	20
Commercial W/O Spur 399	26	33	19	12
Commercial W/Spur 399	28	34	20	14
Other W/O Spur 399	4	3	2	3

Displacements*	Purple Alternative A+E+D	Blue Alternative A+E+C	Brown Alternative B+E+C	Gold Alternative B+E+D
Other W/Spur 399	4	4	3	3

\*Displacement count includes direct and induced displacements

#### 4.2.1 Purple Alternative (A+E+D)

##### ***Residential Displacements***

The Purple Alternative would potentially displace 18 residences with and without the implementation of the Spur 399 Extension project. The types of potential residential displacements include 11 single family residences, 6 farm and ranch single-family residences, and 1 manufactured home. Of these potential displacements, 17 would be direct displacements and 1 would be an induced displacement.

Most of the potential Purple Alternative residential displacements occur along existing Bloomdale Road, west of N. Lake Forest Drive, and east of N. Lake Forest Drive, west of US 75. The homes in these areas are on large lot parcels of one acre or more. A cluster of four potentially displaced residences occur on Woodlawn Road, north of US 380 and east of US 75.

##### ***Commercial Displacements***

The Purple Alternative would potentially displace 26 businesses without the implementation of the Spur 399 Extension and 28 businesses with the Spur 399 Extension. Of these businesses, 21 would be potential direct displacements and 2 would be potential induced without the implementation of the Spur 399 Extension project. With the Spur 399 Extension, 2 additional potential businesses would be directly displaced.

Potential commercial displacements occur along the north side of existing US 380 along Segments A and D in the western-most and eastern-most parts of the study area. The types of potential business displacements in Segment A include retail stores, restaurants, and landscaping services located east and west of the US 380/N. Custer Road intersection. Along Segment D, the potential commercial displacements would include auto sales and repair shops, construction suppliers and industrial sales, the majority of which are east of FM 1827. If the Spur 399 Extension was implemented, a concrete batch facility and gas station would also be potentially displaced. These two businesses are located in the southeast and southwest quadrants of the US 380/Airport Drive intersection (see ID No. 66 and 67 in **Appendix A, Figure 3-11a and 3-11b**).

##### ***Other Displacements***

Four potential displacements classified as “other” would be caused by the Purple Alternative with and without implementation of the Spur 399 Extension. Three would be direct and one would be induced. A potential other displacement occurs along Segment A, east of N. Custer Road and is not identified on the CCAD website (see ID No. 68 in **Figure 3-17** and **Appendix A, Figure 3-11a and 3-11b**). This parcel includes one residential-style building and one detached garage or shed that would lose driveway access if the Purple Alternative was implemented. The three other potential displacements include a natural gas lift station and a billboard located on the same parcel west of US 75 and a second billboard on the north side of US 380, across from Lattimore Materials.

#### 4.2.2 Blue Alternative (A+E+C)

##### ***Residential Displacements***

The Blue Alternative would potentially displace 24 residences with and without implementation of the Spur 399 Extension. Twelve single family residences, 10 farm and ranch single family residences, and 2 manufactured homes comprise the total. Of these potential displacements, 23 would be direct displacements and 1 would be an induced displacement.

The potential residential displacements in Segments A and E are the same for the Blue Alternative and Purple Alternative. The eastern portion of the Blue Alternative, in Segment C, north of US 380 and west of FM 1827 would potentially displace nine large lot residences. Three residences would potentially be displaced along US 380 in the eastern-most portion of the Blue Alternative.

##### ***Commercial Displacements***

The Blue Alternative would potentially displace 33 businesses W/O Spur and 34 businesses W/Spur. Of these businesses, 29 would be potential direct displacements without implementation of the Spur 399 Extension and 1 potential commercial displacement would be induced. With implementation of the Spur 399 Extension the Blue Alternative would directly displace 31 businesses.

The potential commercial displacements in Segments A and E are the same for the Blue Alternative and Purple Alternative. The eastern portion of the Blue Alternative extends further east on existing US 380 than the Purple Alternative and displaces more businesses. The types of potential businesses that would potentially be displaced in this area include auto sales businesses, auto repair shops, and an auto salvage yard.

##### ***Other Displacements***

Three potential displacements classified as “other” would be caused by the Blue Alternative W/O Spur and four “other” displacements would occur W/Spur. Of these potential displacements, three would be direct and one would be induced W/Spur and two would be direct and one would be induced W/O Spur. The other displacements would be the same as the Purple Alternative.

#### 4.2.3 Brown Alternative (B+E+C)

##### ***Residential Displacements***

The Brown Alternative would potentially displace 26 residences with and without implementation of the Spur 399 Extension. The types of potential residential displacements include 12 single family residences, 12 farm and ranch single family residences, and two manufactured homes. Of these potential displacements, 25 would be direct displacements and one would be an induced displacement.

Potential residential displacements are the same for the Brown and Blue Alternatives for Segments E and C; however, the Brown Alternative would potentially displace four large lot residences in the new location portion of Segment B with one residence located west of N. Custer Road on CR 933 and three residences in a cluster east of N. Custer Road across from the newly constructed Founders Classical Academy of Prosper. See **Figure**



**3-12** in **Section 3.6.1** and **Appendix A, Figure 3-11a and 3-11b** for more details and locations of the four potential residential displacements.

### ***Commercial Displacements***

The Brown Alternative would potentially displace 19 businesses W/O Spur and 20 businesses W/Spur. Of these businesses, a total of 18 would be potential direct displacements W/O Spur and one potential commercial displacement would be induced. With the implementation of the Spur 399 Extension the Brown Alternative would potentially directly displace 20 businesses. The western portion of the Brown Alternative in Segment B would not displace any businesses.

### ***Other Displacements***

Two potential displacements classified as “other” would be caused by the Brown Alternative without implementation of the Spur 399 Extension and three other potential displacements would occur with the Spur 399 Extension. Three would be directly displaced (billboard and lift station) W/Spur and two would be direct displacements (billboard and lift station) W/O Spur. The other potential displacements under the Brown Alternative are the same as the Segment C and E portions of the Blue Alternative.

## **4.2.4 Gold Alternative (B+E+D)**

### ***Residential displacements***

The Gold Alternative would potentially displace 20 residences with and without the implementation of the Spur 399 Extension. The types of potential residential displacements include 11 single family residences, 8 farm and ranch single family residences, and 1 manufactured home. Of these potential displacements, 19 would be direct displacements and one would be an induced displacement. Potential residential displacements under the Gold Alternative are the same as the Segment B portion of the Brown Alternative and the same as the Segments E and D portions of the Purple Alternative.

### ***Commercial displacements***

The Gold Alternative would potentially displace 16 businesses W/O Spur and 18 businesses W/Spur. Of these businesses, a total of 15 would be potentially direct displacements W/O Spur and one potential commercial displacement would be induced. With the implementation of the Spur 399 Extension the Gold Alternative would potentially directly displace 17 businesses and induce one business. Potential commercial displacements under the Gold Alternative are the same as the potential commercial displacements in the Segment E and D portions of the Purple Alternative.

### ***Other Displacements***

Three potential displacements classified as “other” would be caused by the Gold Alternative W/O Spur and three “other” potential displacements would occur W/Spur. All three potential displacements would be directly displaced with and without the Spur 399 Extension. Other potential displacements under the Gold Alternative are the same as other potential displacements in the Segment E and D portions of the Purple Alternative.

## 4.2.5 Replacements and Relocations

TxDOT's acquisition and relocation assistance program would provide assistance to residents and businesses that are required to relocate. Conducted in accordance with the Uniform Act, the relocation assistance program makes relocation resources available without discrimination to all residents and businesses required to relocate because of implementation of the proposed project. No person would be displaced by the proposed project unless and until adequate replacement housing has already been provided or is in place. Replacement housing would be fair housing and would be offered to all displaced persons regardless of race, color, religion, sex, or national origin. An adequate supply of housing is anticipated through existing homes for sale or lease in the project area. For the anticipated business displacements, a comparable area (square feet) of either vacant land or commercial or industrial land for sale or lease is currently available in the project area.

Multiple Listing Services websites were accessed in June 2022 to identify comparable, nearby replacement housing and business spaces. Replacement residential properties with at least two bedrooms were searched within the same and surrounding zip codes as the potentially displaced residences. Replacement single-family houses for sale were searched based on comparable appraised property values, and replacement single-family houses for rent were searched based on monthly lease prices up to \$3,500 dollars.

### ***Single-Family Homes***

Replacement housing is available in each Segment Focus Area and surrounding zip codes that are within and intersect the CIA Study Area, as shown in **Figure 22**. Single-family houses for sale or lease are available within the same zip code areas as displaced residences. The price ranges for single-family replacement housing were based on comparable appraised property values of the potentially displaced homes.

*Figure 22: Available Residential Property for Sale, Rent, or Lease*

Zip Code	Single-Family (Sale)	Single-Family (Lease)
	Number	Number
75071 – All Segments	300	31
75078 – Segment A-B	198	8
75454 – Segments E, C-D	257	20
75069 – Segments C-D	19	19
75034	58	28
75035	147	26
75068	207	54
75070	74	42

Source: Homes.com MLS Search, June 2022

At the time of this writing, 63 single-family homes are available for sale and 101 single-family homes are available to rent in the zip codes within and intersecting the Segment Focus Areas. A total of 142 single-family homes are available for sale and a total of 215 homes are available to rent within the zip codes encompassed by and intersecting the CIA Study Area.

## Commercial Properties

Replacement commercial and industrial spaces are available in each Segment Focus Area and surrounding zip codes within and that intersect the CIA Study Area, as shown in **Figure 23**. At the time of this writing, a total of 568,000 square feet of retail space for lease is available and a total of 73,702 square feet of retail space for lease is available within the zip codes within and intersecting the Segment Focus Areas. Within and intersecting the CIA Study Area, a total 2.01 million square feet of retail space is available for lease and a total of 191,968 square feet of retail space is available for sale. A total of 208,819 square feet of office space for lease is available and a total of 138,957 square feet of office space for sale is available within the zip codes within and intersecting the Segment Focus Areas. A total of 2.7 million square feet of office space is available for lease and a total of 234,672 square feet of office space available for sale within the zip codes encompassed by and intersecting the CIA Study Area.

Industrial space for lease is available within and intersecting the zip codes of the Segment focus areas and within one zip code outside the Segment Focus Areas. No industrial space is available for sale within the CIA Study Area. A total of 387,606 square feet of industrial space for lease is available within and intersecting the Segment Focus Areas and a total of 397,606 square feet of industrial space for lease is available within and intersecting the zip codes of the CIA Study Area.

Figure 23: Available Commercial Property

Zip Code	Retail for Lease	Retail for Sale	Office for Lease	Office for Sale	Industrial for Lease	Industrial for Sale
	Square Feet	Square Feet	Square Feet	Square Feet	Square Feet	Square Feet
75071 – All Segments	223,690	43,560	23,654	9,000	554,915	10,992
75078 – Segment A-B	100,353	145,626	3,297	0	0	0
75454 – Segments E, C-D	3,334	1,056	15,000	0	84,745.2	0
75069 – Segments C-D	45,854	9,000	181,377	52,298	1,056,192	7,448
75034	843,597.4	22,616	1,432,381	42,282	177,519	0
75035	171,194	187,308	973,013	4,656	0	0
75068	66,165	46,142	2,000	0	0	0
75070	324,086	26,791	194,295.7	112,073	597,040	0

Source: CommercialSearch, June 2022

## 4.3 Community Cohesion

The Build Alternatives may result in displacements, reduced or enhanced connectivity, and visual and noise impacts. The existing level of community cohesion is not based on information obtained from members of the affected community within the CIA Study Area. Instead, this characterization is based on geographic characteristics, development patterns, and observations made in the field. The most inhabited areas of the CIA Study Area are the neighborhoods south of existing US 380 within Frisco and McKinney. North of existing US 380, the areas where the Build Alternatives are proposed is more rural with several neighborhoods east of N. Preston Road and along Coit Road in the Town of Prosper, along N. Custer Road, along N. Lake Forest Drive, and between S. Hardin Boulevard and US 75.

These neighborhoods contain churches, schools, city parks, retail stores and restaurants. The neighborhoods south of existing US 380 appear to have a high level of community cohesion based on the number and variety of community facilities servicing the neighborhoods. The neighborhoods north of US 380 also have churches, schools, parks, retail stores and restaurants; however, community cohesion appears to be lower than it is south of US 380 because the neighborhoods north of US 380 are less dense, more spread out, and of slightly newer construction. New residential developments are planned and are actively being constructed north of existing US 380 within the CIA Study Area, particularly west of N. Custer Road in Prosper, and to the north along future Ridge Road and Bloomdale Road.

None of the Build Alternatives would directly or indirectly separate or isolate groups of people, nor would they bisect neighborhoods not already separated by US 380 (e.g., Stonebridge south of US 380 and Tucker Hill north of US 380); however, the proposed project may create a sense of a barrier or separation between neighborhoods. The Build Alternatives would increase mobility throughout the CIA Study Area by providing a new location controlled access highway with frontage roads connecting the communities along existing US 380 with a less congested and more efficient east-west travel route. The following sections discuss identified neighborhoods adjacent to the proposed alternatives, the level of community cohesion in the neighborhoods, and the potential impacts to community cohesion resulting from the implementation of each alternative.

**Appendix A, Figure 4-5** shows the locations of the neighborhoods discussed in this section.

Although communities along Segments A and B are already separated by existing US 380, the addition of travel lanes could increase the sense of a barrier from one side to the other by widening the facility and introducing an elevated or depressed (lowered) structure; however, the mainlanes and frontage roads would serve to facilitate safer and more efficient access to residences, schools, community facilities, and businesses, which could offset any increased sense of separation. The proposed SUPs would potentially increase access to community facilities such as schools, churches, and parks along the proposed alignments by supporting alternative modes of transportation. While the facility would be wider than the current roadway on existing US 380 and on new location between neighborhoods, the improved mobility and operational efficiency would offset possible negative impacts to community cohesion.

The additional travel lanes proposed under the Build Alternatives would place traffic closer to homes, senior living centers, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of Mobile Source Air Toxics (MSAT) could increase but would likely be offset by increased travel speeds along the freeway, and reduced congestion (which are both associated with lower MSAT emissions). On a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, and the increasing use of electric vehicles would result in substantial reductions in MSAT across the area over time.

Most of the proposed freeway would be elevated or constructed at-grade to provide access and maintain visibility. In some locations, for example along Segment A between Stonebridge and Tucker Hill, TxDOT is considering depressing (lowering) the roadway section to minimize visual and noise impacts. Noise modeling including barrier analyses will be conducted to determine where traffic noise levels are anticipated to exceed FHWA thresholds. TxDOT will also determine the feasibility and reasonableness of providing barriers (noise walls) to reduce the noise levels experienced by receptors (including homes, schools, places of worship, and other community facilities caused by the project).

#### 4.3.1 Purple Alternative (A+E+D)

The Purple Alternative would be constructed adjacent to 24 identified neighborhoods. The adjacent neighborhoods along existing US 380 and west of the northbound portion of Segment A starting at Coit Road include Prestwick, Red Bud Estates, Wren Creek, McKinney North, Ridgecrest, Walnut Grove, and Tucker Hill. Walnut Grove and Red Bud Estates are characterized by large lot (1+ acres) single-family residences and the remainder of the neighborhoods in this area include single-family tract homes. Proposed ROW along the existing US 380 portion of Segment A would not displace any residences; however, a new roadway would encroach on the neighborhoods of Walnut Grove and Tucker Hill. An option being carried forward from the Feasibility Study is depressing the section of Segment A along existing US 380 between Tucker Hill and Stonebridge as it turns north to address visibility and noise.

Moving east along Segments A and E of the Purple Alternative is a large cluster of single-family tract homes located west of N. Lake Forest Drive in the neighborhoods of Auburn Hills Waterside, Highridge, Summit View Estates, Robinson Ridge, Wilmeth Ridge, Heatherwood and Bloomridge. The neighborhoods in this area contain schools, churches, large baseball field facilities Wilmeth Ridge and a medical center (Baylor Scott & White) and appear to have a high level of community cohesion based on the number and variety of community facilities servicing these neighborhoods.

Two large lot single-family neighborhoods along the north side of Segment E (Bloomdale Road) proposed ROW, Bloomdale Farms and Bloomdale Estates, would have three residential displacements and are the only neighborhood displacements identified along the Purple Alternative. East of Bloomdale Estates are the newly constructed Erwin Farms and Timber Creek additions, comprised of single-family tract homes. Segment E in this location would encroach into the Erwin Farms neighborhood and, at the time of this writing, it is unknown if this would potentially displace newly constructed homes. East of US 75 and south of CR 195 is the Pecan Ridge neighborhood characterized by single-family tract homes and Naomi Press Elementary School is west of and adjacent to the neighborhood. East of SH 5 and west of Segment D is the Trinity Heights neighborhood also comprised of single-family tract homes. Northeast of where Segments C and D diverge is the Willow Wood neighborhood and Willow Wood elementary. Trail and sidewalk connections to the SUPs along the frontage roads would provide recreational and multi-modal connectivity to schools and Erwin Park. The potential community cohesion impacts to these neighborhoods would be the same for all proposed alternatives.

South of existing US 380 and west of Segment D are the well-established Lewisville and La Loma neighborhoods with most single-family homes built in the 1950s and 1960s. Both neighborhoods contain churches, schools, parks, and restaurants. A community food pantry (Community Garden Kitchen) on Howard Street is approximately 0.4 mile west of Airport Drive. This area has a strong sense of community, a long-standing Latino/Hispanic heritage, and a high level of community cohesion based on the number and variety of community facilities serving the neighborhoods.

#### 4.3.2 Blue Alternative (A+E+C)

The Blue Alternative would be constructed adjacent to 21 identified neighborhoods. See the previous discussion in **Section 4.3.1** for the discussion of neighborhoods along Segment A and the common alternatives alignment of Segment E.

The easternmost portion of the Blue Alternative (Segment C) traverses southward through mostly rural agricultural land with sparsely populated areas and would potentially displace nine large lot single-family homes. No schools, churches or other community facilities are located in this portion of the Blue Alternative. The area where Segment C connects back to existing US 380 near FM 1827 has large lot single-family residential neighborhoods, including Oak Creek which is north of US 380 and east of FM 1827.

#### 4.3.3 Brown Alternative (B+E+C)

The Brown Alternative would be constructed adjacent to 20 identified neighborhoods. The adjacent neighborhoods along existing US 380 and west of the northbound portion of Segment B starting at Coit Road include Prestwick, Red Bud Estates, and Lakewood. The Lakewood neighborhood is comprised of single-family tract homes and has recently been expanded east of Lakewood Drive. East of the Lakewood neighborhood and north of Segment B west of N. Custer Road is the Whitley Place neighborhood comprised of single-family tract homes and to the east of Custer Road is the newly constructed Mansions of Prosper apartments and Luxe Prosper apartments. South of the Segment B alignment, east of N. Custer Road is the Walnut Grove neighborhood. These neighborhoods appear to have a relatively high level of community cohesion due to the presence of schools, retail centers, and restaurants. See **Section 4.3.1** for the discussion of the neighborhoods in Segment E and **Section 4.3.2** for the discussion of neighborhoods in Segment C.

#### 4.3.4 Gold Alternative (B+E+D)

The Gold Alternative would be constructed adjacent to 24 identified neighborhoods. See **Section 4.3.3** for the discussion of neighborhoods in Segments B, and **Section 4.3.1** for the discussion of neighborhoods in Segments E and D.

Construction of each build alternative would have similar potential impacts to community cohesion in the CIA Study Area by introducing a roadway where one currently does not exist. The neighborhoods east and west of Segments A and B and Segment E, west of N. Lake Forest Drive, may experience a sense of a barrier or separation. Although neighborhoods along existing US 380 are already separated by the highway, the widened roadway could increase the sense of a barrier from one side to the other. Overall, the mainlanes and frontage roads would serve to facilitate safer and more efficient access to residences, community facilities, and businesses along the alternatives, which could offset any increased sense of separation. The SUPs along the frontage roads would support multi-modal access and connectivity to residences and community facilities. The improved mobility and operational efficiency of a new east-west highway would offset negative impacts to community cohesion.

### 4.4 Environmental Justice

This CIA includes the consideration of populations of environmental justice concern including minority and low-income populations defined under Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Population and Low-Income Populations*, and USDOT Order 5610.2C. *USDOT Actions to Address Environmental Justice in Minority and Low-Income Populations* (May 14, 2021).



Under the USDOT Order, a minority person is defined as a person who is:

- Black: a person having origins in any of the black racial groups of Africa;
- Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.<sup>6</sup>

A minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.<sup>7</sup>

A low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.<sup>8</sup>

The purpose of the analysis is to determine if the proposed project would result in disproportionately high and adverse effect on a minority and low-income population in accordance with Executive Order 12898. Under the USDOT Order, a disproportionately high and adverse effect on minority and low-income populations means an adverse effect that:

1. is predominately borne by a minority population and/or a low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low income population.<sup>9</sup>

**Minority Populations** - According to the 2020 ACS data presented in **Section 3.5** and locations of the BGs shown in **Appendix A, Figure 3-7**, 6 BGs with minority populations greater than or equal to 50 percent are in the CIA Study Area north of existing US 380, with 2 of the six BGs partially located south of US 380. The remaining 21 minority BGs are south of US 380. Of the 6 minority BGs north of US 380:

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6 <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2021-06/DOT%20Order%205610.2C.pdf>

7 Ibid.

8 Ibid.

9 Ibid.

- CT 303.03, BG 2 (approximately 52 percent minority) is adjacent to and west of Coit Road and includes two apartment complexes, Orion Prosper Lakes Apartments and Orion Prosper Apartments, and one community facility, The Children's Courtyard of Prosper (ID no 16 shown in **Figure 4**).
- Three minority BGs, CT 306.05, BGs 1, 2 and 3, are located between Lake Forest Drive and US 75 and have approximately 60 percent, 52 percent, and 57 percent minority populations, respectively. These BGs encompass the Highridge, Heritage Bend, President's Point, Wyndfield, Brinkman Ranch South, High Pointe, and McKinney Heights single-family neighborhoods, the Ashton Oaks Apartments and Skyway Villa Apartments, as well as places of worship, schools, and emergency responders.
- Two minority BGs, CT 307.01, BG 1 and 309.01, BG 1, are located between US 75 and SH5 and east of SH 5, encompassing Segment D, and have approximately 60 percent and 82 percent minority populations, respectively. These BGs include the Pecan Ridge, Trinity Heights, Northwest, and Black and Smith single-family neighborhoods (north of US 380) and the Kingwood Apartments, Creek Point Apartments the Urbanton, Lewisville, La Loma single-family neighborhoods and a portion of the Mouzon single-family neighborhood south of US 380. These BGs also include places of worship, Collin County facilities, and schools. CT 309.01, BG 1 also includes four potentially displaced residences (ID nos. 29 through 32 shown in **Figure 3-11a, Sheet 16 of 20** and **Figure 14**).

Of the 21 minority BGs south of US 380, 8 are clustered in between Preston Road and Custer Road.

- One large BG (CT 305.19, BG 1) is located between Preston Road and Coit Road and has approximately 62 percent minority populations. This BG encompasses the Brentwoods, Dove Creek, Rockhill at Preston, The Stages, Crown Ridge, Miramonte, and Prairie View single-family neighborhoods and includes several public schools.
- Seven BGs are located between Coit Road and Custer Road (CT 305.24, BGs 1, 3, and 4, CT 305.37, BGs 1, 2, and 4, and CT 305.39, BG 1) and have minority populations ranging between approximately 50 percent to 79 percent minority. These BGs include the Prestwyck, Red Bud Estates, Aero County, Virginia Hills, The Highlands at Westridge, and Westridge single-family neighborhoods and the Bexley at WestRidge apartments, as well as one public elementary school.
- Three BGs are situated between S. Hardin Boulevard and US 75 (CT 306.09, BGs 1 and 2, CT 306.08, BG 2) and have minority populations ranging between approximately 52 percent and 75 percent minority. These BGs include Live Oak Creek, a portion of Sandy Glen, and a portion of North Brook single-family neighborhoods, Stoneleigh Place Townhomes, and Westcreek Ranch Apartments, as well as two private schools and the Al Ruschhaupt park complex.
- Eight BGs are located between US 75 and SH 5 (CT 302.02, BG 1 and 5, CT 307.01, BG 2, CT 307.02, BG 4, CT 308.02, BGs 1, 2, 3, and 4) and have minority populations ranging between approximately 53 percent and 75 percent minority. These BGs include the College, Free Methodist, Mille Muse, Urbanton, portions of the McKinney Historic Neighborhood, Chapel Hill, Park Place, and Wilson Creek Estates single-family neighborhoods, the Oaklyn Apartments, Merritt Homes apartments, the Brixton McKinney Apartment Homes, Tuscany at Wilson Creek apartments, the Jefferson Terrace apartments, the Treymore McKinney apartments, several public schools, places of worship, and the Park Manor of McKinney nursing home.

- The remaining two BGs, CT 309.03, BG 4 and CT 310.07, BG 2, are partially located in the CIA Study Area between SH 5 and just west of S. Bridgefarmer Road and have approximately 91 percent and 53 percent minority populations. A portion of the Central/Mouzon single-family neighborhood is in CT 309.03, BG 4 as well as the New Jerusalem Baptist Church. No neighborhoods or community facilities are in the portion of CT 310.07, BG 2 within the CIA Study Area.

The Purple and Gold Alternatives, along Segment D, would potentially displace three residences (two single-family homes and a manufactured home) in a BG (CT 309.01, BG 1) with an approximately 82 percent minority population.

**Low-Income Populations** – According to the 2020 Census data, no BGs show incomes at or below the 2022 HHS poverty guidelines for a family of four (\$27,750) in the CIA Study Area; however, one BG (CT 309.01, BG 1) shows a median household income of \$34,152 which is \$6,402 above the poverty guidelines. As stated above, 3 residences would potentially be displaced by the Purple and Gold Alternatives and are located in this BG along Woodlawn Road. According to CCAD, 3 of the 4 residences (ID nos. 29, 30, and 31 shown in **Figure 14**) have one owner with a different mailing address than the physical address of the homes, which may indicate these are rental properties. Since these homes are in a minority BG and in a BG that shows a median household income just above the 2022 HHS poverty level, it is likely that these 4 potential residential displacements include EJ populations. It is anticipated that no other potential displacements would occur in BGs that have minority or low-income populations.

Based on the data reviewed and analysis conducted, the Build Alternatives under consideration would not result in disproportionately high and/or adverse impacts to EJ populations. The Build Alternatives under consideration would benefit all travelers regardless of race or income in terms of improving access and mobility within the CIA Study Area. All four Build Alternatives would increase travel capacity and improve travel times for residents traveling from eastern Collin County to employment, education, and healthcare services west of McKinney, Prosper, and in the Dallas Metroplex. Travel and access by emergency responders across the CIA Study Area would also be improved and cut-through traffic through non-minority and minority neighborhoods would be reduced. Shared-use paths included in the new facilities would provide access for other transportation modes that do not currently exist within the CIA Study Area.

The proposed Build Alternatives would not act as a new physical barrier, preventing or making it more difficult to access community facilities because the proposed alignments are north of most of the communities with EJ census geographies and most community facilities (e.g., schools and medical facilities.).

Founders Classical Academy and ManeGait Therapeutic Horsemanship would be adjacent to Segment B (Brown and Gold Alternatives) near the intersection of the proposed alignment and N. Custer Road and E. First Street. Although both facilities serve protected or vulnerable populations, including children and persons with disabilities, neither of these facilities specifically cater to minority or low-income populations as defined under Executive Order 12898 or USDOT Order 5610.2C.

## **5.0 Public Involvement (full study area, Feasibility Study and current NEPA process)**

The City of McKinney and Collin County were engaged in the US 380 Collin County Feasibility Study (the precursor to the US 380 EIS in 2017-2020). The City of McKinney, Collin County, Town of Prosper, Town of New Hope, and state and federal agencies participated in an Agency Scoping Meeting for the US 380 EIS on October 29, 2020. The Notice of Intent (NOI) for the EIS was published in the Federal Register on December 11, 2020, and a public scoping meeting (virtual) was conducted January 21, 2021, through February 5, 2021. An in-person and virtual public meeting sharing the 60 percent schematic design for the Build Alternatives was conducted on March 22, 2022. A public hearing for the Draft EIS is anticipated in December 2022-January 2023.

Ongoing meetings are being conducted with the City of McKinney, Town of Prosper, Collin County, utility providers, and businesses to review alignment and design details to address access, utility location and relocation concerns, ROW issues, and connections to existing roadways. Feedback received from the public and stakeholders will continue to be taken into consideration as the schematic design evolves.

## **6.0 Conclusion**

**Figure 24** provides a summary of the community impacts for each Build Alternative.

Figure 24: Summary of Community Impacts for the Build Alternatives

Community Impact Category	Purple Alternative A+E+D	Blue Alternative A+E+C	Brown Alternative B+E+C	Gold Alternative B+E+D
Land Use	<ul style="list-style-type: none"> <li>- Acquisition of 253 parcels and approx. 678.8 acres of land (March 2022 Schematic)</li> <li>- No parks or open space land use directly impacted</li> </ul>	<ul style="list-style-type: none"> <li>- Acquisition of 279 parcels and approx. 660.4 acres of land (March 2022 Schematic)</li> <li>- No parks or open space land use directly impacted</li> </ul>	<ul style="list-style-type: none"> <li>- Acquisition of 216 parcels and approx. 671.5 acres of land (March 2022 Schematic)</li> <li>- No parks or open space land use directly impacted</li> </ul>	<ul style="list-style-type: none"> <li>- Acquisition of 190 parcels and approx. 688.0 acres of land (March 2022 Schematic)</li> <li>- No parks or open space land use directly impacted</li> </ul>
Displacements	<ul style="list-style-type: none"> <li>- 18 single-family residences with and w/out Spur 399</li> <li>- 26 businesses w/out Spur 399</li> <li>- 28 businesses w/Spur 399</li> <li>- Four Other displacements with and w/out Spur 399</li> </ul>	<ul style="list-style-type: none"> <li>- 24 single-family residences with and w/out Spur 399</li> <li>- 33 businesses w/out Spur 399</li> <li>- 34 businesses w/Spur 399</li> <li>- Three Other w/out Spur 399</li> <li>- Four Other w/Spur 399</li> </ul>	<ul style="list-style-type: none"> <li>- 26 single-family residences with and w/out Spur 399</li> <li>- 19 businesses w/out Spur 399</li> <li>- 20 businesses w/Spur 399</li> <li>- Two Other w/out Spur 399</li> <li>- Three Other /Spur 399</li> </ul>	<ul style="list-style-type: none"> <li>- 20 single-family residences with and w/out Spur 399</li> <li>- 12 businesses w/out Spur 399</li> <li>- 14 businesses w/Spur 399</li> <li>- Three Other displacements with and w/out Spur 399</li> </ul>
Access and Travel Patterns	<ul style="list-style-type: none"> <li>- No anticipated change to access or use of local roads that may serve as emergency response routes</li> </ul>	<ul style="list-style-type: none"> <li>- No anticipated change to access or use of local roads that may serve as emergency response routes</li> </ul>	<ul style="list-style-type: none"> <li>- No anticipated change to access or use of local roads that may serve as emergency response routes</li> </ul>	<ul style="list-style-type: none"> <li>- No anticipated change to access or use of local roads that may serve as emergency response routes</li> </ul>
Community Cohesion	<ul style="list-style-type: none"> <li>- No direct impacts to parks, places of worship, schools, community centers or other neighborhood services and facilities</li> <li>- 24 adjacent neighborhoods</li> <li>- May create a sense of a barrier between neighborhoods</li> <li>- Proposed ROW of Segment A encroaches on the southern portions of the Walnut Grove and Tucker Hill Neighborhoods</li> <li>- Proposed ROW of Segment E displaces two residences in the Bloomdale Farms neighborhood and one residence in the Bloomdale Estates neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>- No direct impacts to parks, schools, community centers or other neighborhood services and facilities</li> <li>- 21 adjacent neighborhoods</li> <li>- May create a sense of a barrier between neighborhoods</li> <li>- Proposed ROW of Segment A encroaches on the southern portions of the Walnut Grove and Tucker Hill Neighborhoods</li> <li>- Proposed ROW of Segment E displaces two residences in the Bloomdale Farms neighborhood and one residence in the Bloomdale Estates neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>- No direct impacts to parks, schools, community centers or other neighborhood services and facilities</li> <li>- 20 adjacent neighborhoods</li> <li>- May create a sense of a barrier between neighborhoods</li> <li>- Proposed ROW of Segment E displaces two residences in the Bloomdale Farms neighborhood and one residence in the Bloomdale Estates neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>- No direct impacts to parks, places of worship, schools, community centers or other neighborhood services and facilities</li> <li>- 24 adjacent neighborhoods</li> <li>- May create a sense of a barrier between neighborhoods</li> <li>- Proposed ROW of Segment E displaces two residences in the Bloomdale Farms neighborhood and one residence in the Bloomdale Estates neighborhood</li> </ul>

Community Impact Category	Purple Alternative A+E+D	Blue Alternative A+E+C	Brown Alternative B+E+C	Gold Alternative B+E+D
Environmental Justice	<ul style="list-style-type: none"> <li>- No construction-related impacts</li> <li>- Potential increase of traffic noise and air emissions</li> <li>- Three potentially low-income individuals/families would be affected by displacement of housing in Segment D</li> <li>- Nine BGs with 50 percent or greater minority population in the Segment A-B focus area</li> <li>- 15 BGs with 50 percent or greater minority population in the Segment E focus area</li> <li>- Three BGs with 50 percent or greater minority population in the Segment C-D focus area</li> </ul>	<ul style="list-style-type: none"> <li>- No construction-related impacts</li> <li>- Potential increase of traffic noise and air emissions</li> <li>- No low-income individuals/families would be affected by displacement of housing</li> <li>- Nine BGs with 50 percent or greater minority population in the Segment A-B focus area</li> <li>- 15 BGs with 50 percent or greater minority population in the Segment E focus area</li> <li>- Three BGs with 50 percent or greater minority population in the Segment C-D focus area</li> </ul>	<ul style="list-style-type: none"> <li>- No construction-related impacts</li> <li>- Potential increase of traffic noise and air emissions</li> <li>- No low-income individuals/families would be affected by displacement of housing</li> <li>- Nine BGs with 50 percent or greater minority population in the Segment A-B focus area</li> <li>- 15 BGs with 50 percent or greater minority population in the Segment E focus area</li> <li>- Three BGs with 50 percent or greater minority population in the Segment C-D focus area</li> </ul>	<ul style="list-style-type: none"> <li>- No construction-related impacts</li> <li>- Potential increase of traffic noise and air emissions</li> <li>- Three potentially low-income individuals/families would be affected by displacement of housing in Segment D</li> <li>- Nine BGs with 50 percent or greater minority population in the Segment A-B focus area</li> <li>- 15 BGs with 50 percent or greater minority population in the Segment E focus area</li> <li>- Three BGs with 50 percent or greater minority population in the Segment C-D focus area</li> </ul>
LEP	<ul style="list-style-type: none"> <li>- Highest concentration of LEP households in the CIA Study Area is in the Segment E focus area ranging from 1 percent to 22 percent.</li> </ul>	<ul style="list-style-type: none"> <li>- Highest concentration of LEP households in the CIA Study Area is in the Segment E focus area ranging from 1 percent to 22 percent.</li> <li>- Segment D is adjacent to the Thượng Hạnh Buddhist Monastery, a Vietnamese speaking place of worship.</li> </ul>	<ul style="list-style-type: none"> <li>- Highest concentration of LEP households in the CIA Study Area is in the Segment E focus area ranging from 1 percent to 22 percent.</li> <li>- Segment B is adjacent to Chinmaya Mission Panchavat, an Indian speaking place of worship.</li> </ul>	<ul style="list-style-type: none"> <li>- Highest concentration of LEP households in the CIA Study Area is in the Segment E focus area ranging from 1 percent to 22 percent.</li> <li>- Segment B is adjacent to Chinmaya Mission Panchavat, an Indian speaking place of worship.</li> <li>- Segment D is adjacent to the Thượng Hạnh Buddhist Monastery, a Vietnamese speaking place of worship.</li> </ul>



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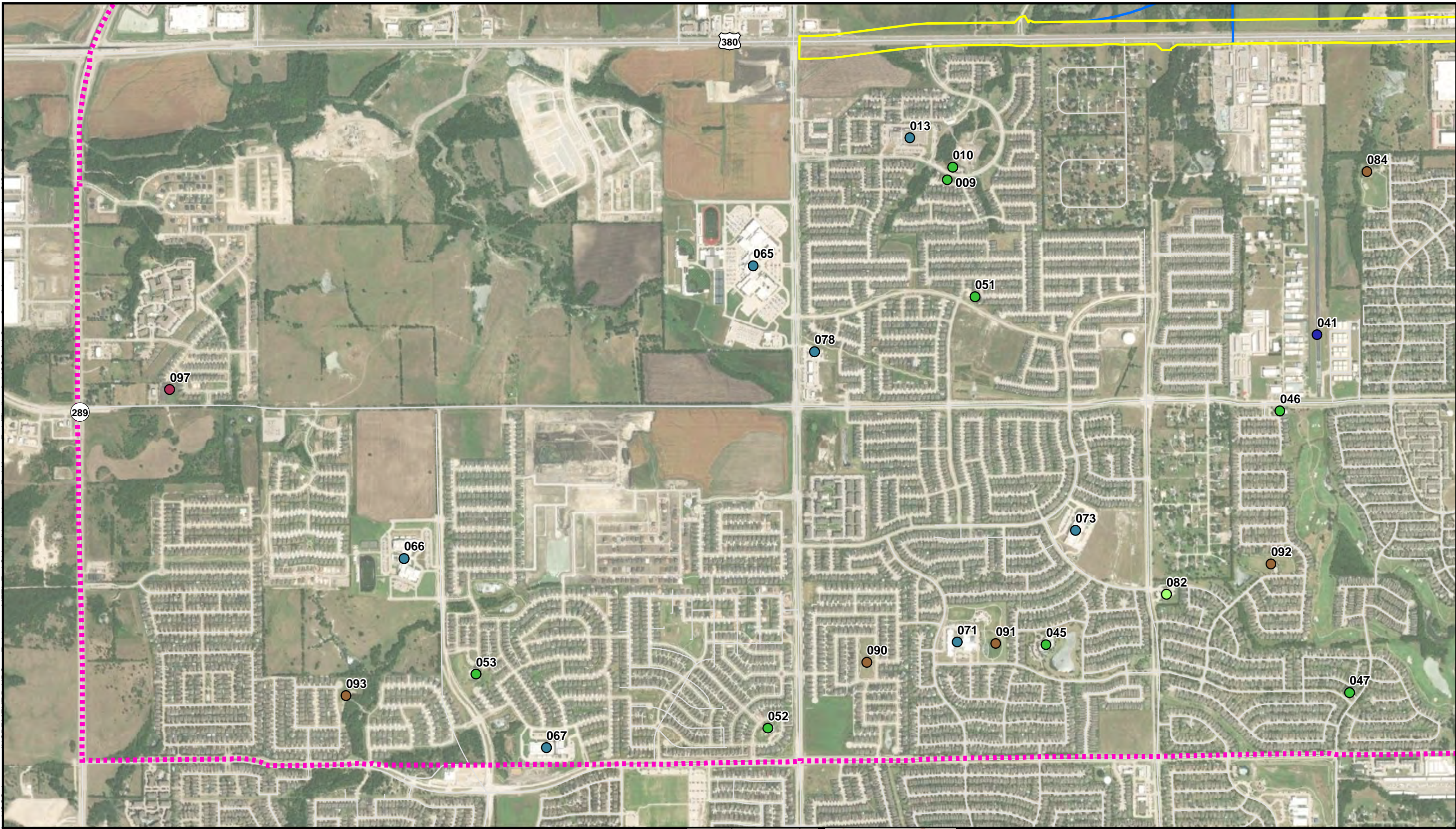
## Appendices

- A. Figures
- B. Community Facilities
- C. Photographs

**CSJs 0135-02-065, etc., US 380 EIS Community Impacts Assessment**  
**Appendix A - Figures**



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- |  |                      |  |                  |  |              |  |                  |
|--|----------------------|--|------------------|--|--------------|--|------------------|
|  | Community Study Area |  | Community Center |  | Fire Station |  | Place of Worship |
|  | Segment A            |  | Education        |  | Park         |  |                  |
|  | Segment B            |  |                  |  |              |  |                  |
|  | Airport              |  |                  |  |              |  |                  |

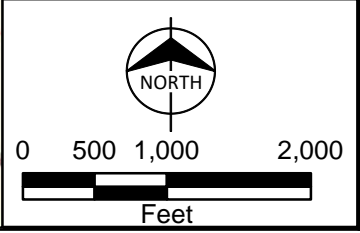
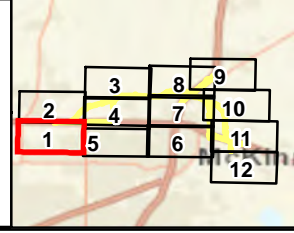
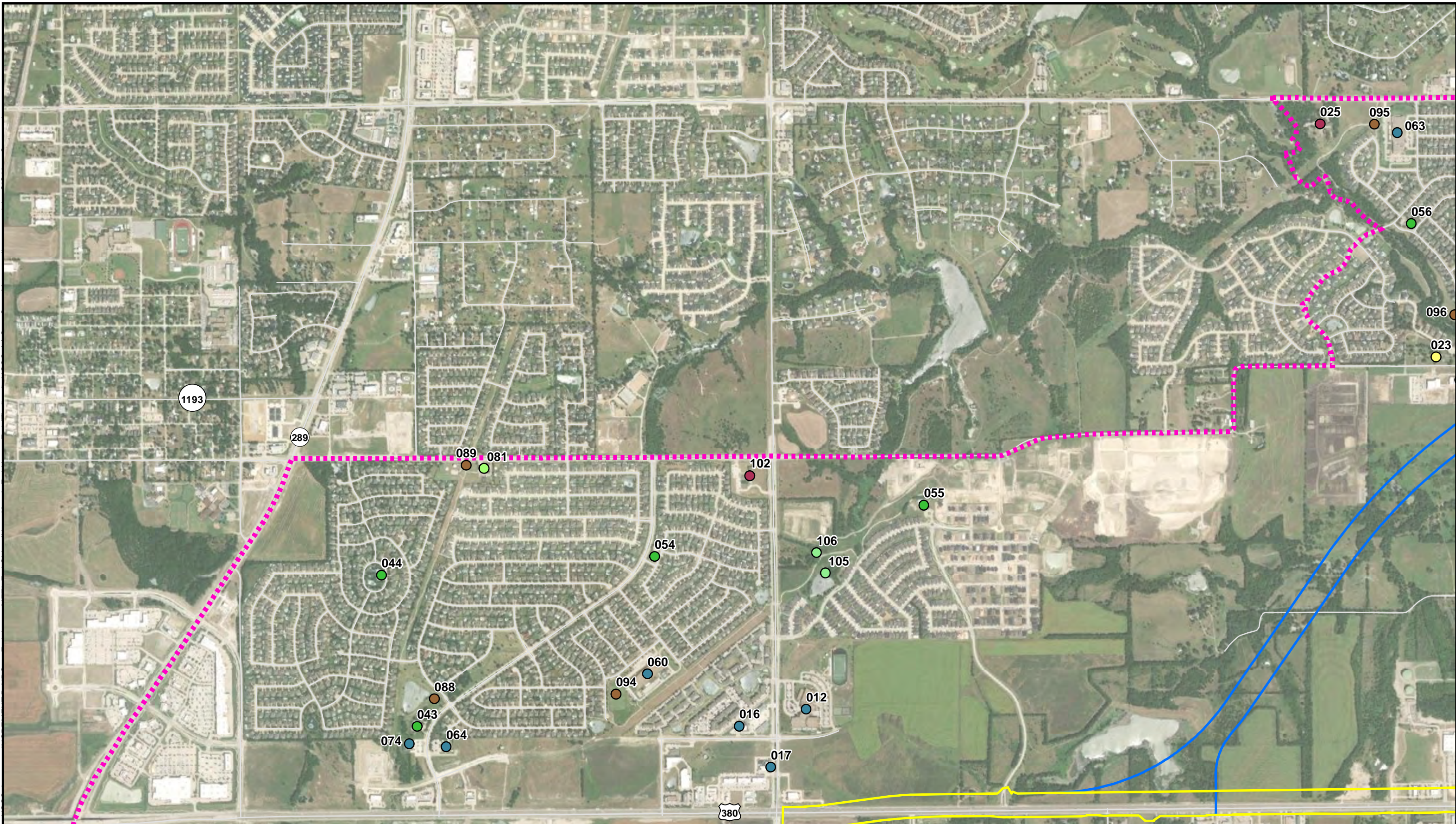


Figure 3-2 Sheet 1 of 12  
Community Facilities within  
the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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|----------------------|------------------|------------------|
| Community Study Area | Community Center | Park             |
| Segment A            | Education        | Place of Worship |
| Segment B            | Fire Station     | Recreation       |
| Cemetery             |                  |                  |

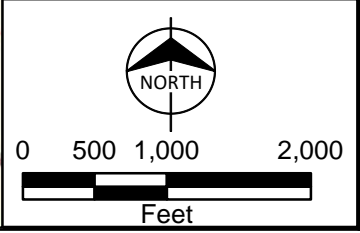
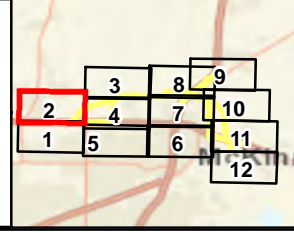
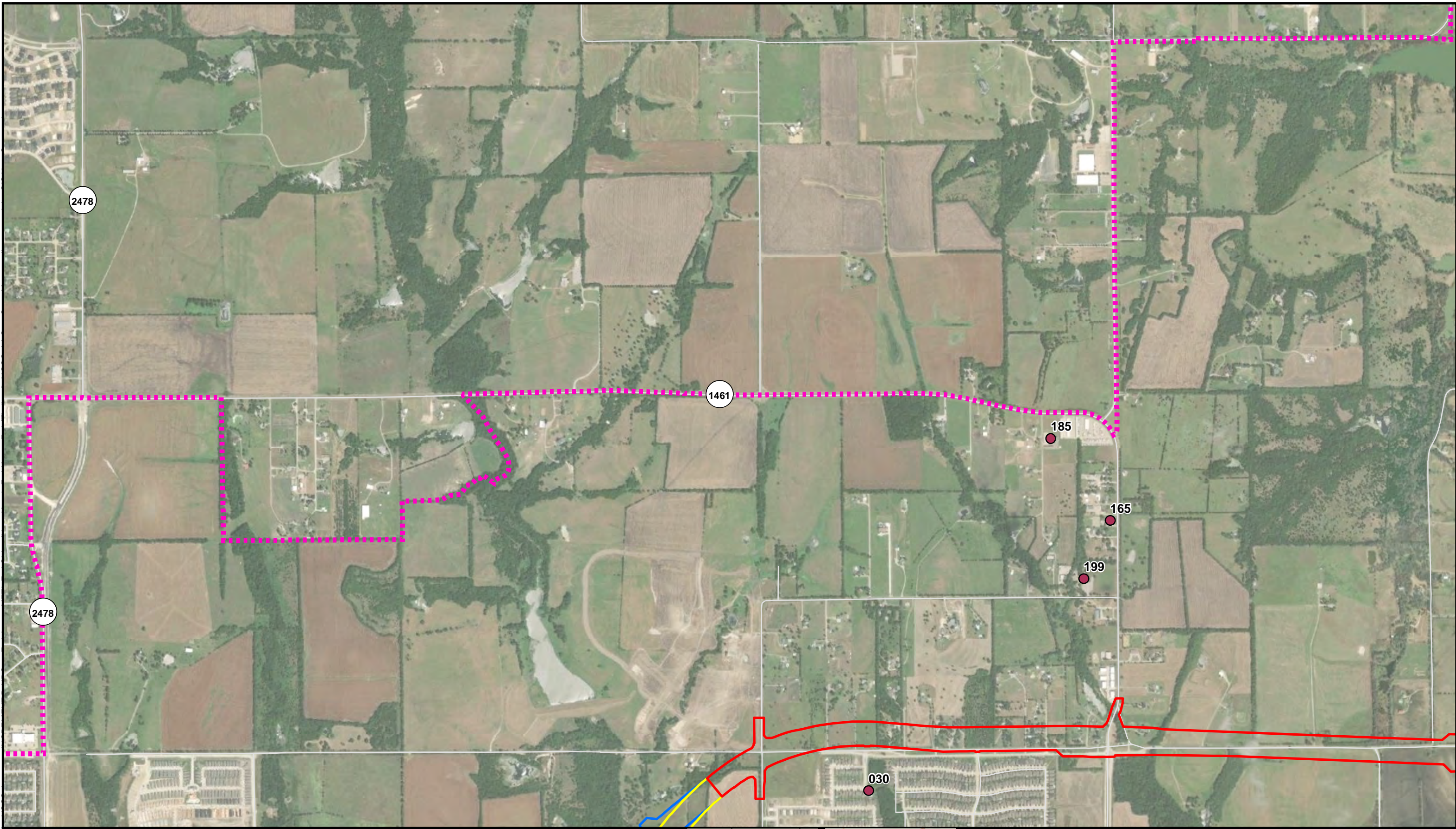


Figure 3-2 Sheet 2 of 12  
Community Facilities within  
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Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Community Study Area
- Segment A
- Segment B
- Segment E
- Place of Worship

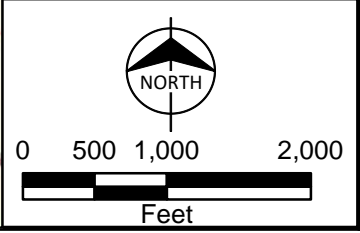
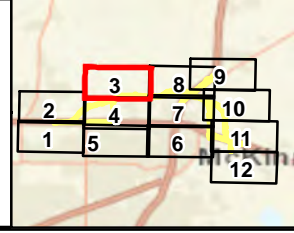
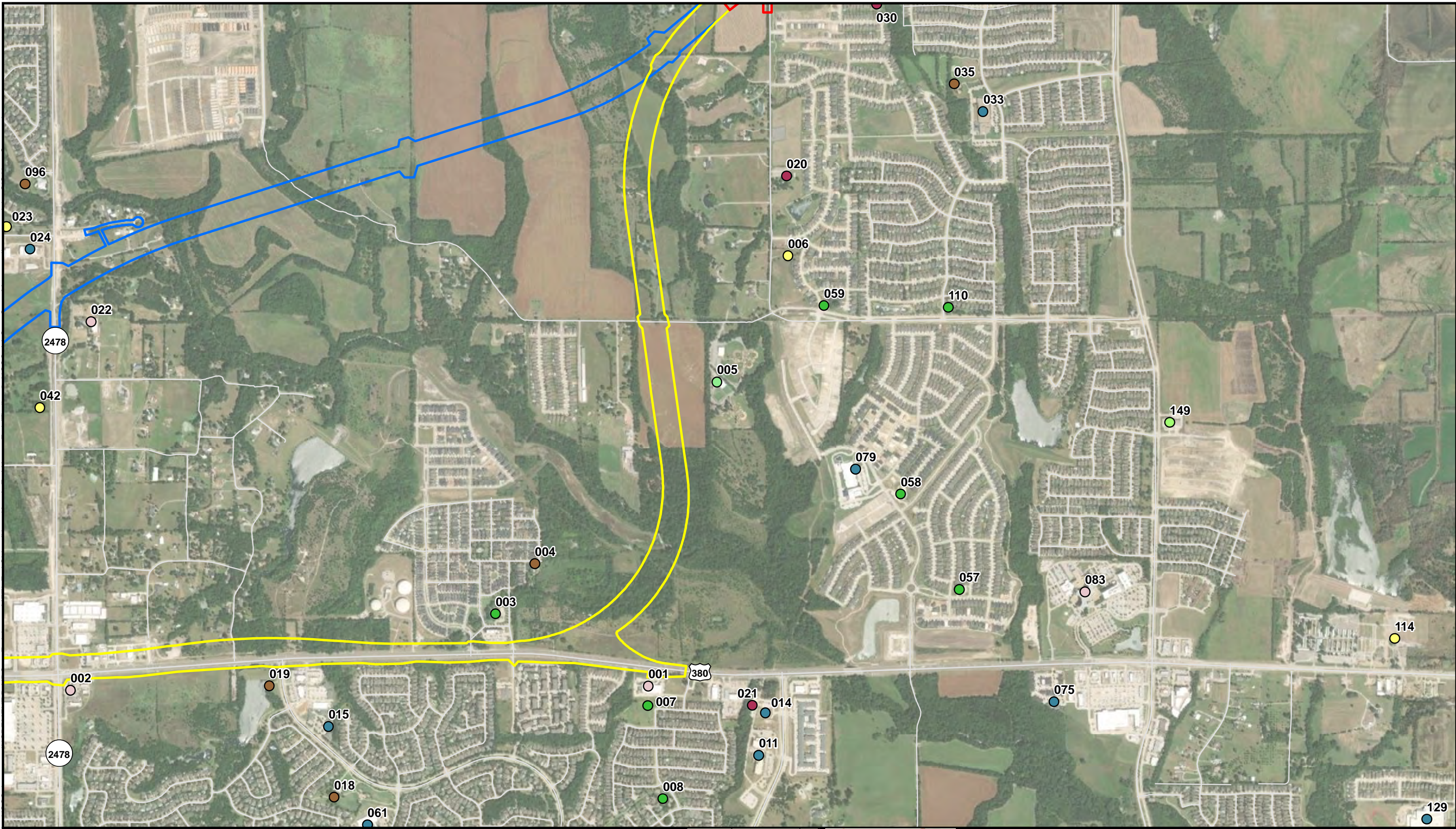


Figure 3-2 Sheet 3 of 12  
Community Facilities within  
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Collin County, TX



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Community Study Area	Community Center	Medical	Recreation
Segment A	Education	Park	
Segment B	Fire Station	Place of Worship	
Segment E			
Cemetery			

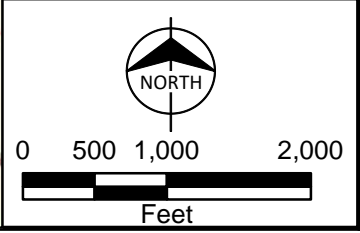
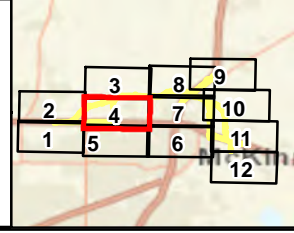
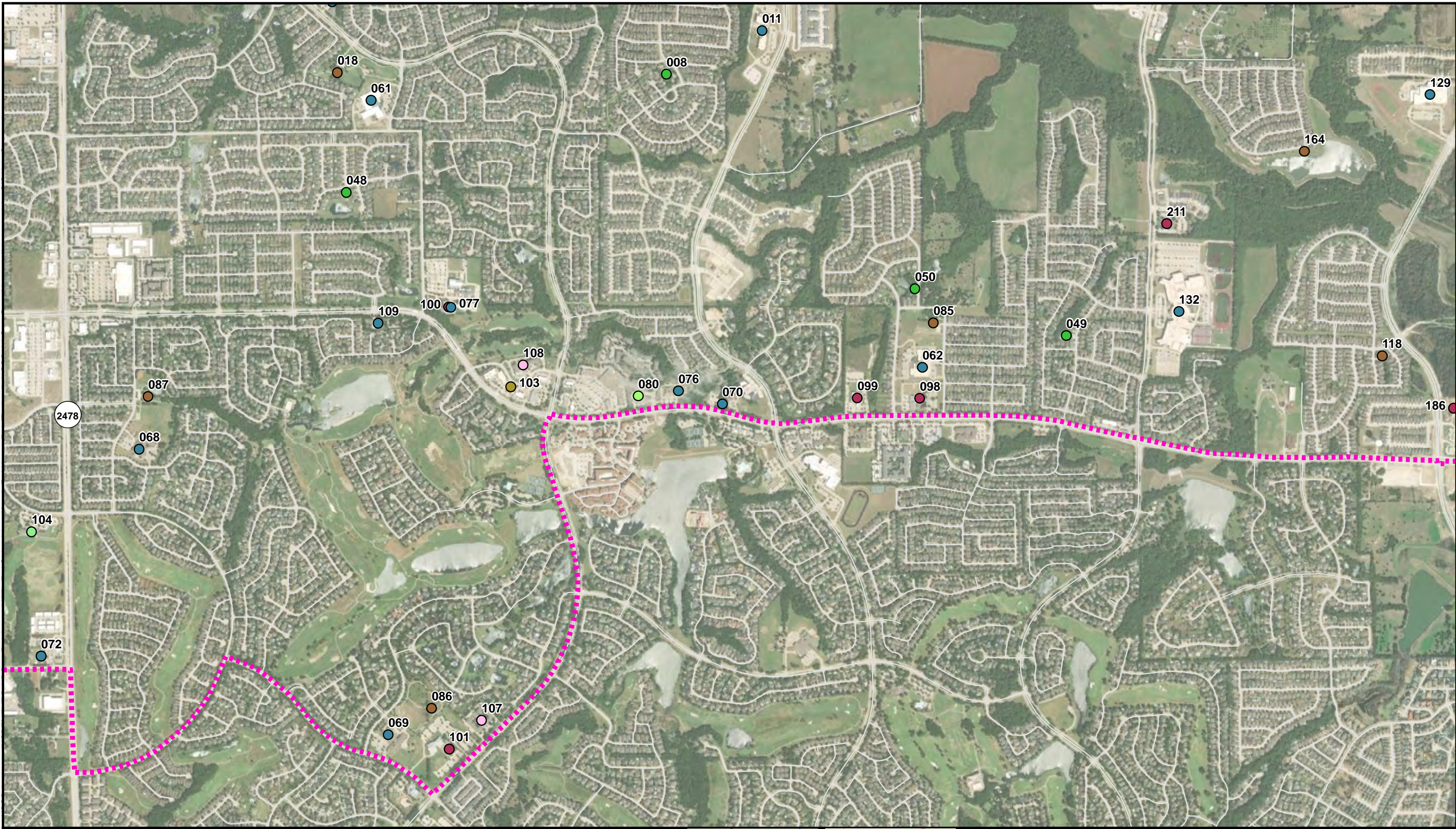




Figure 3-2 Sheet 4 of 12  
Community Facilities within  
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CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





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 Community Study Area


 Community Center


 Education


 Fire Station

 Park

 Place of Worship

 Post Office

 Recreation

 Senior Care

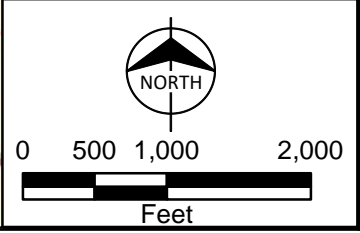
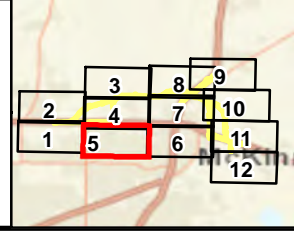
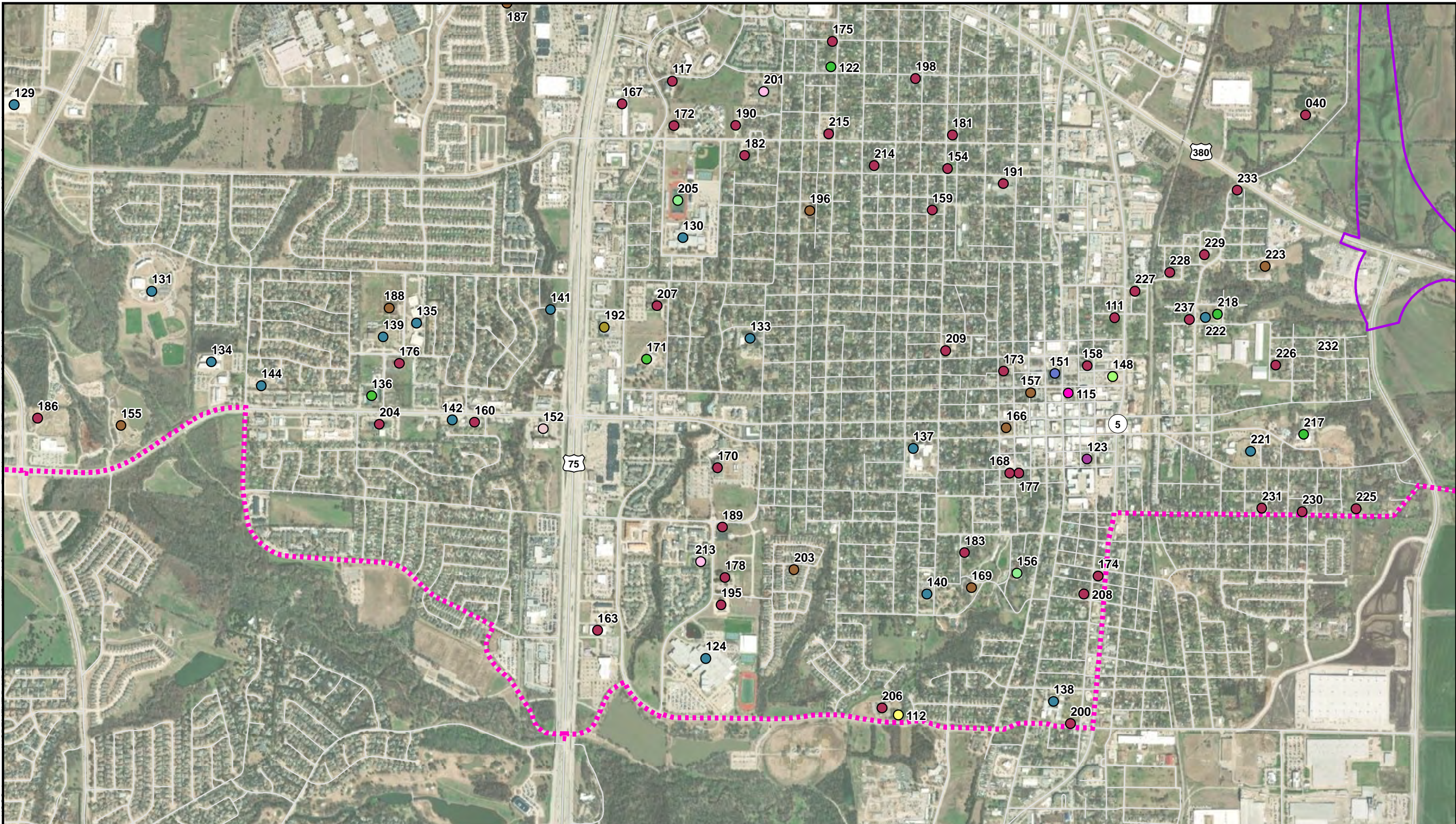


Figure 3-2 Sheet 5 of 12  
Community Facilities within  
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|----------------------|------------------|------------------|-----------------------------|
| Community Study Area | City Hall        | Library          | Place of Worship; Education |
| Segment D with Spur  | Community Center | Medical          | Post Office                 |
| Cemetery             | Education        | Park             | Recreation                  |
| City Court           | Fire Station     | Place of Worship | Senior Care                 |

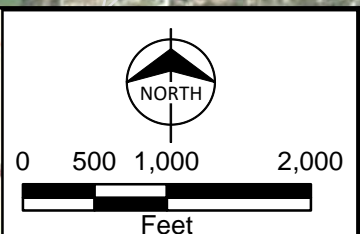
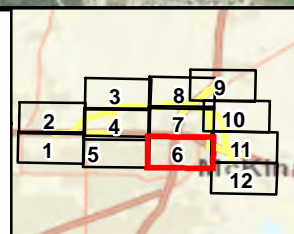
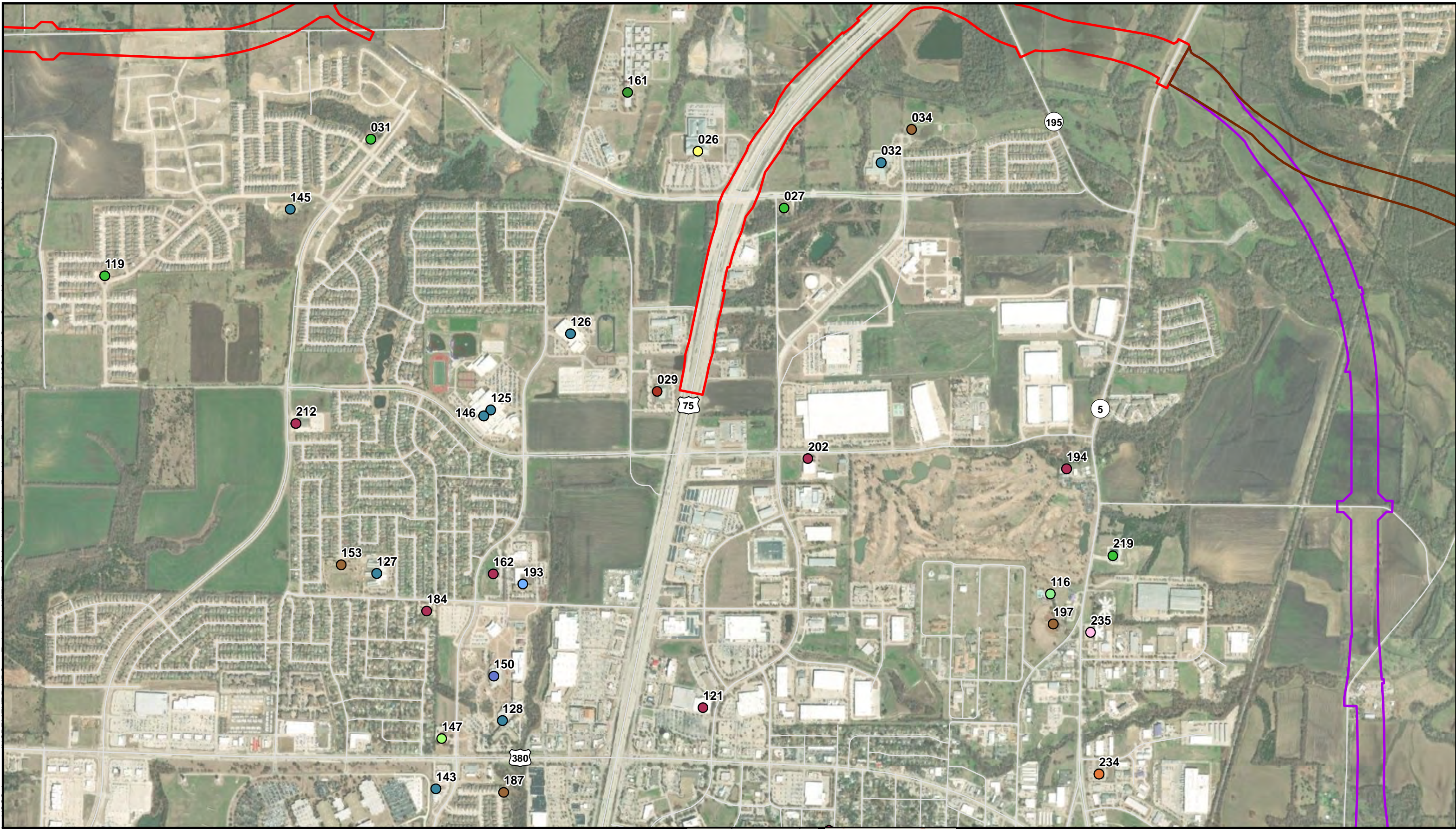


Figure 3-2 Sheet 6 of 12  
Community Facilities within  
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CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Community Study Area	Community Center	Library	Public Safety
Segment C with Spur	Education	Park	Recreation
Segment D with Spur	Fire Station	Place of Worship	Senior Care
Segment E	Jail	Police Department	Sheriff Office
Cemetery			

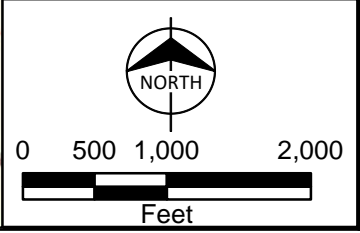
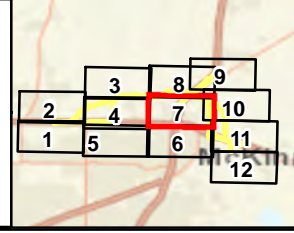
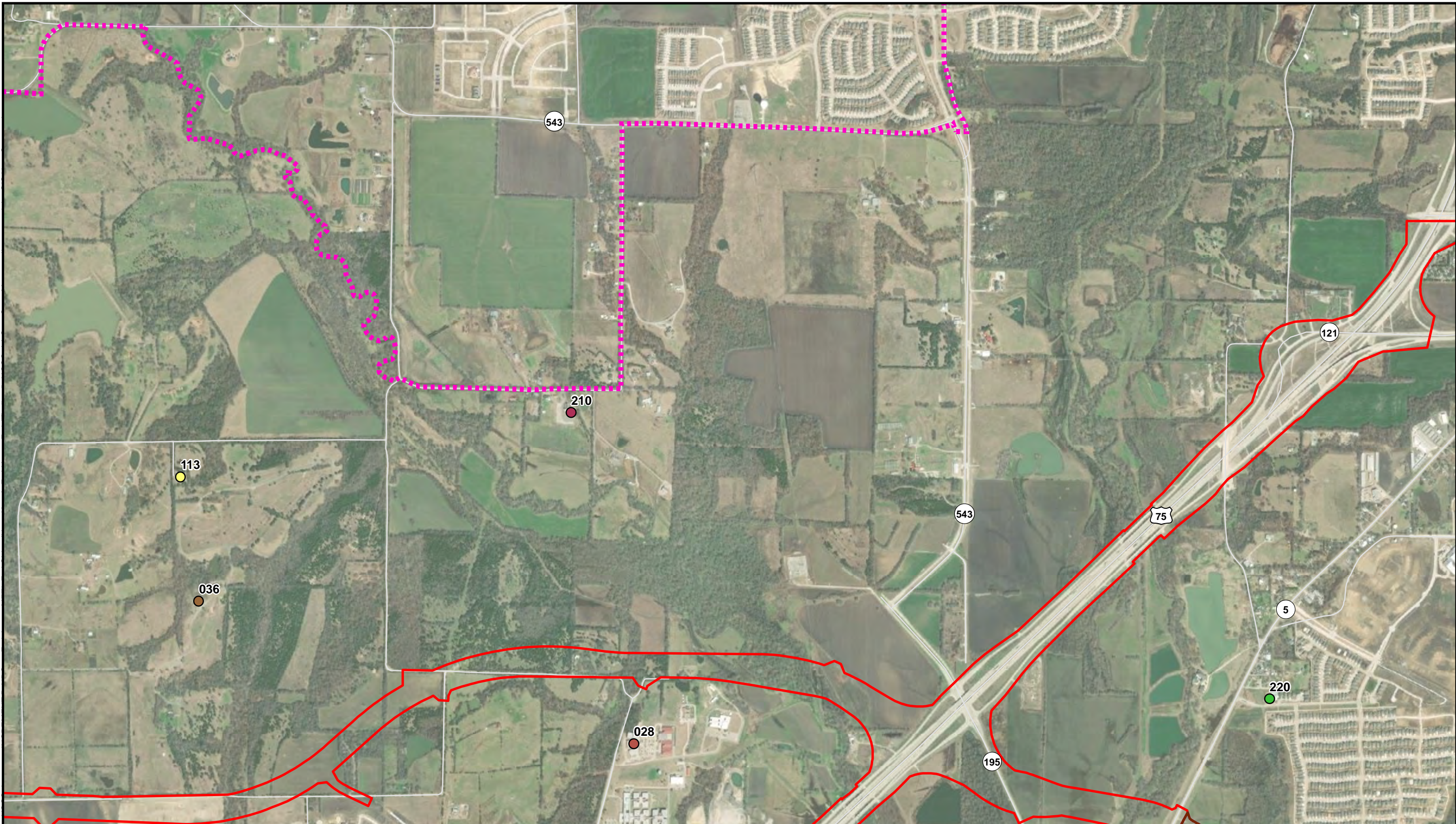


Figure 3-2 Sheet 7 of 12  
Community Facilities within  
the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Community Study Area
- Segment C with Spur
- Segment D with Spur
- Segment E
- Cemetery
- Community Center
- Courthouse
- Park
- Place of Worship

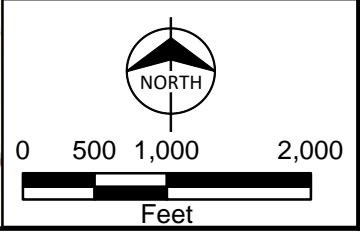
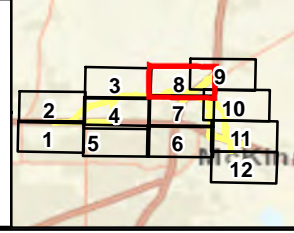
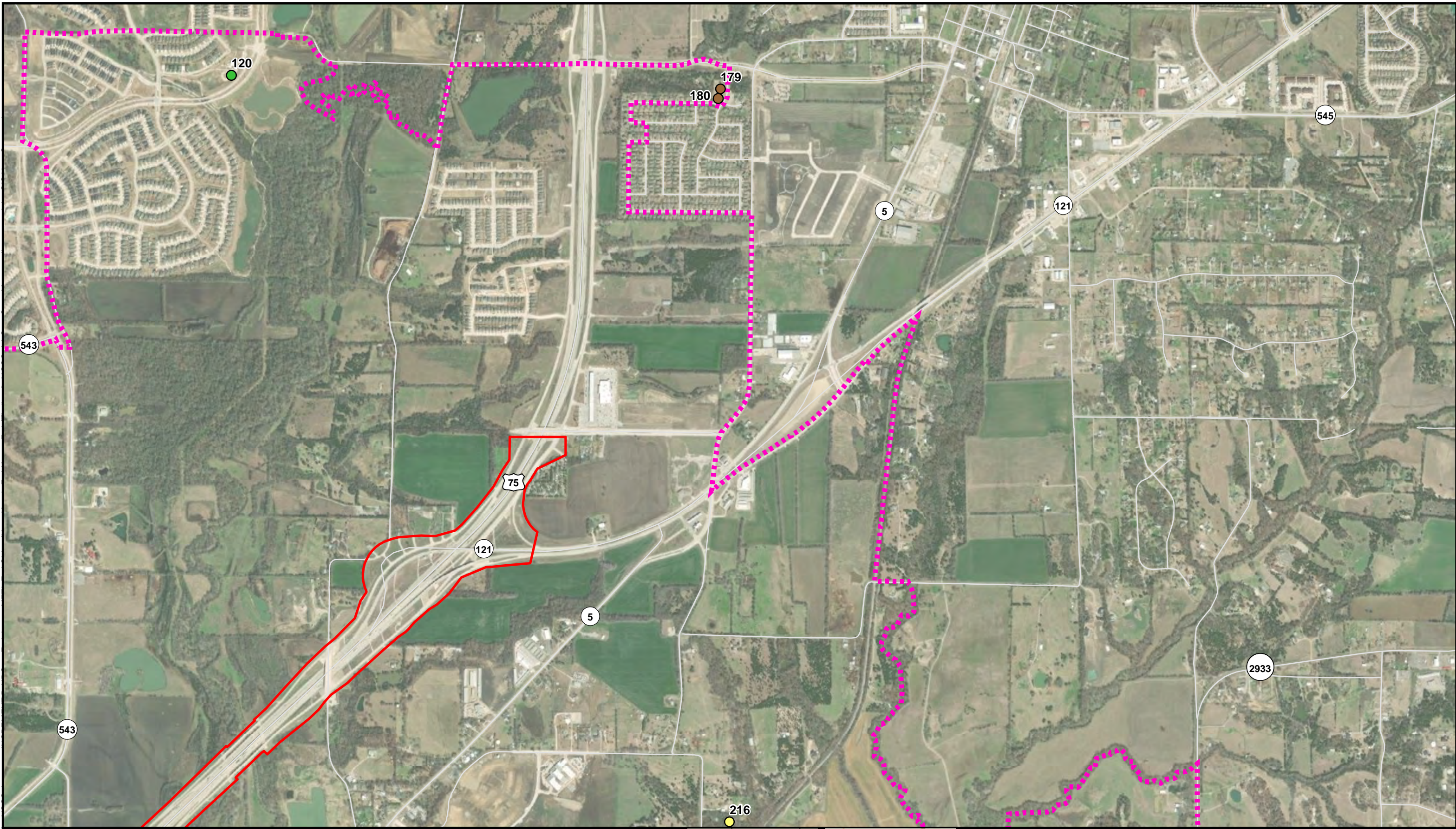


Figure 3-2 Sheet 8 of 12  
Community Facilities within  
the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community 4/27/2022



- Community Study Area
- Community Center
- Park
- Segment E
- Cemetery

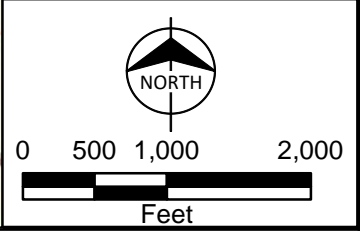
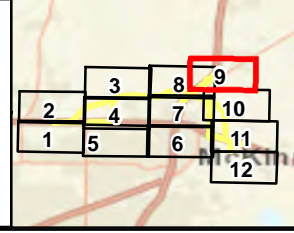
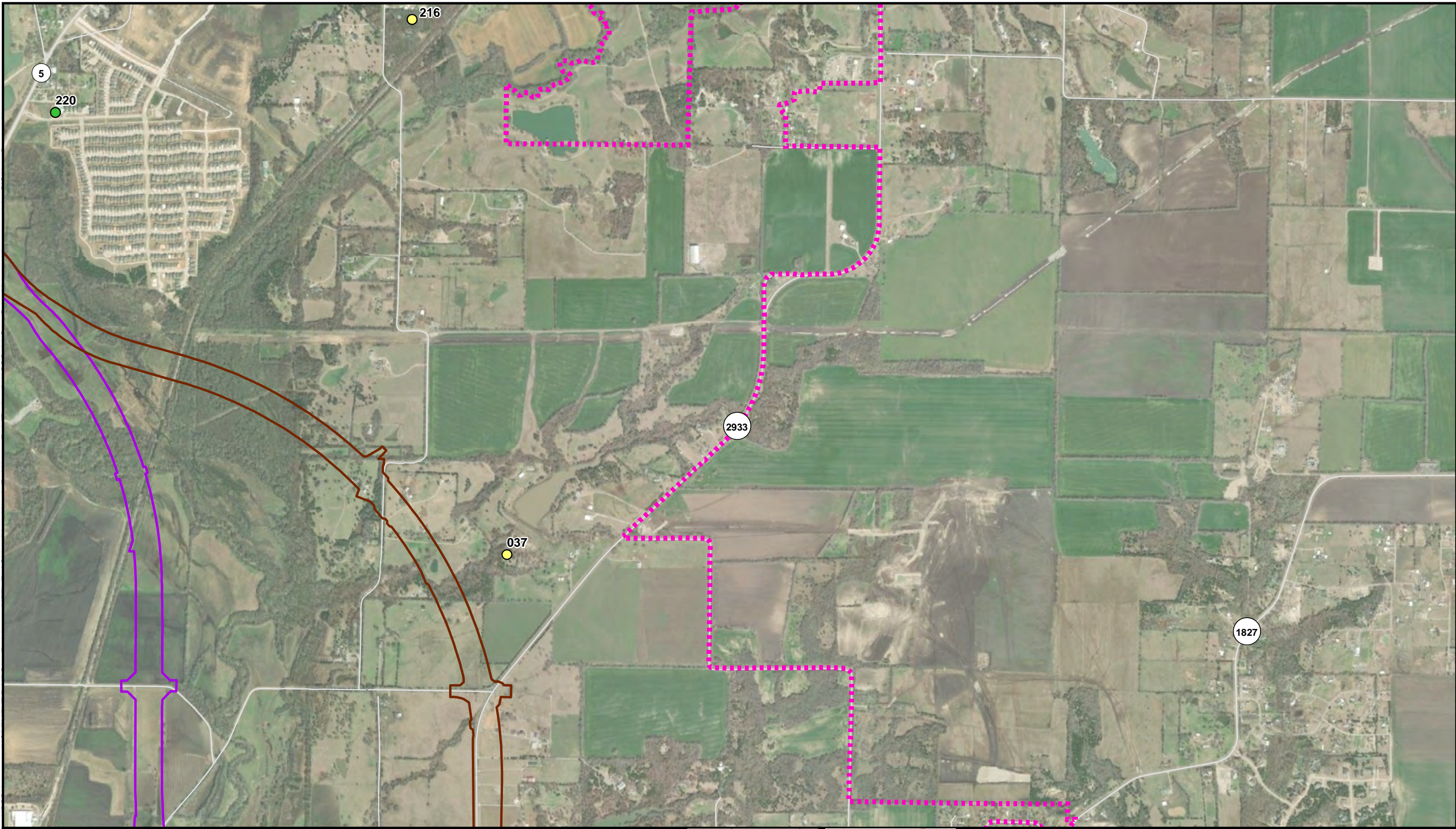


Figure 3-2 Sheet 9 of 12  
Community Facilities within  
the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Community Study Area
- Community Center
- Segment C with Spur
- Segment D with Spur
- Cemetery

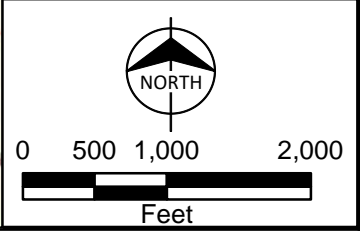
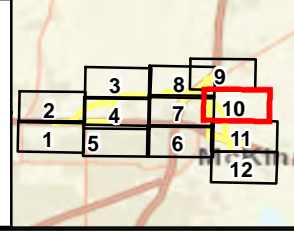
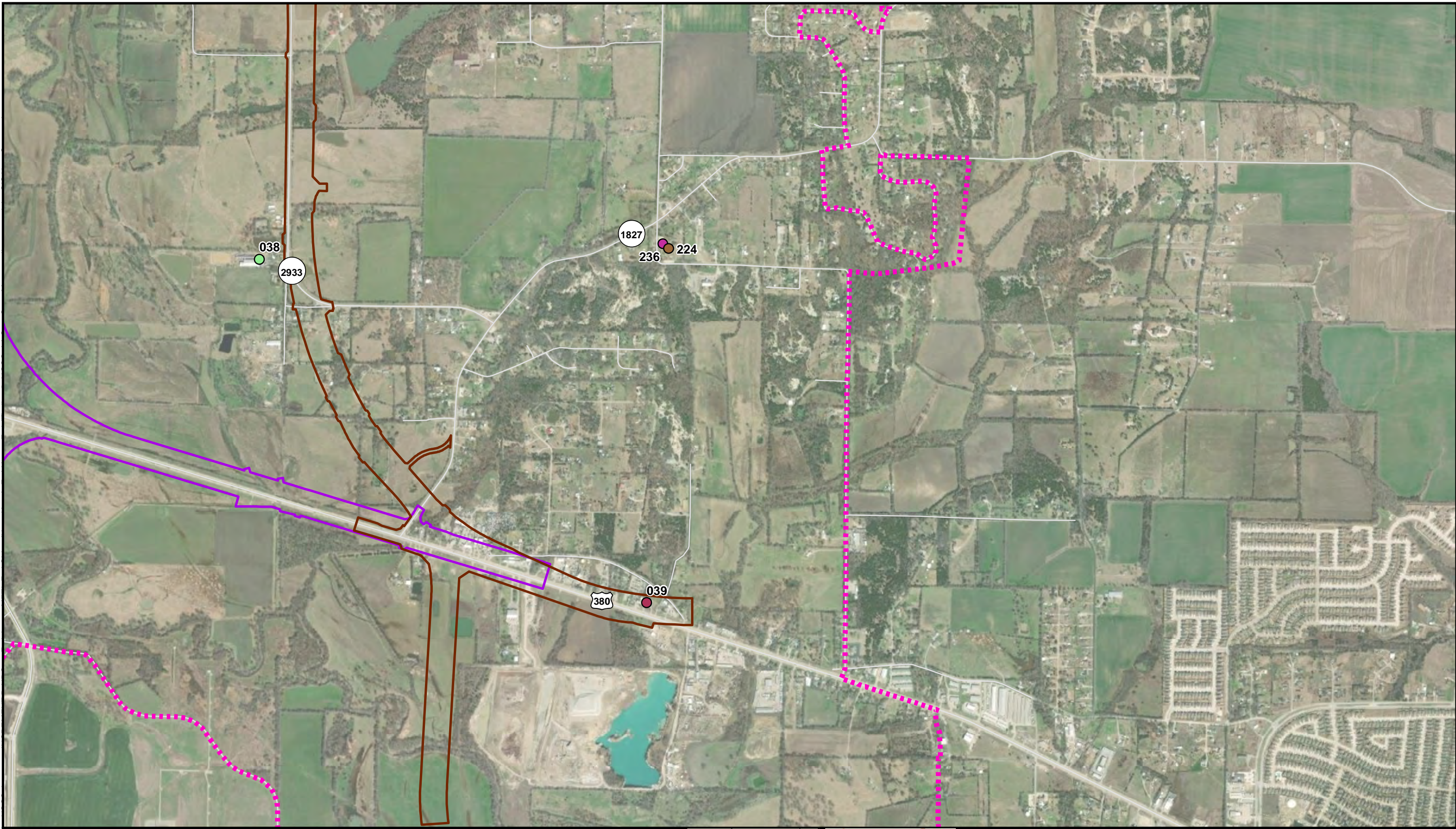


Figure 3-2 Sheet 10 of 12  
Community Facilities within  
the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community 4/27/2022



- |                      |                  |           |
|----------------------|------------------|-----------|
| Community Study Area | Place of Worship | Town Hall |
| Segment C with Spur  | Recreation       |           |
| Segment D with Spur  |                  |           |
| Park                 |                  |           |

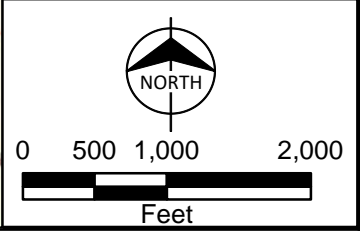
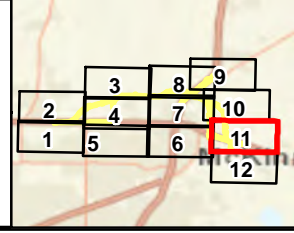
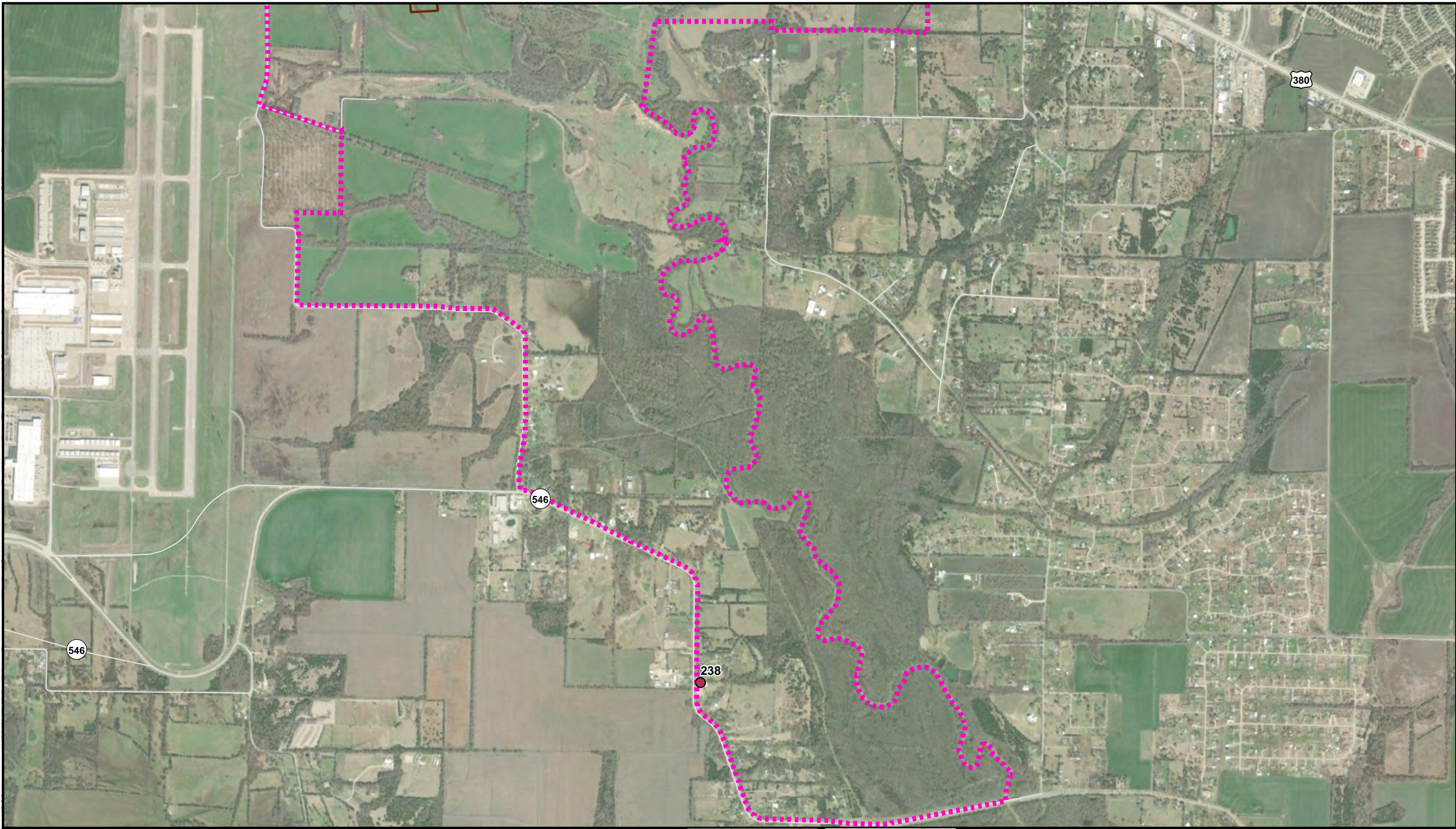


Figure 3-2 Sheet 11 of 12  
Community Facilities within  
the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Community Study Area
- Segment C with Spur
- Place of Worship

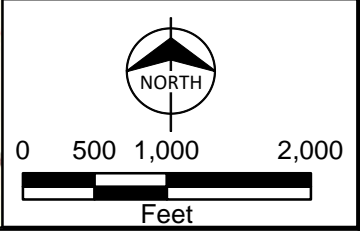
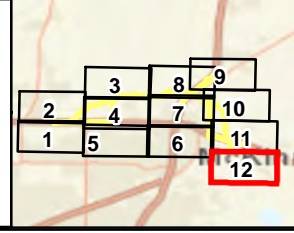
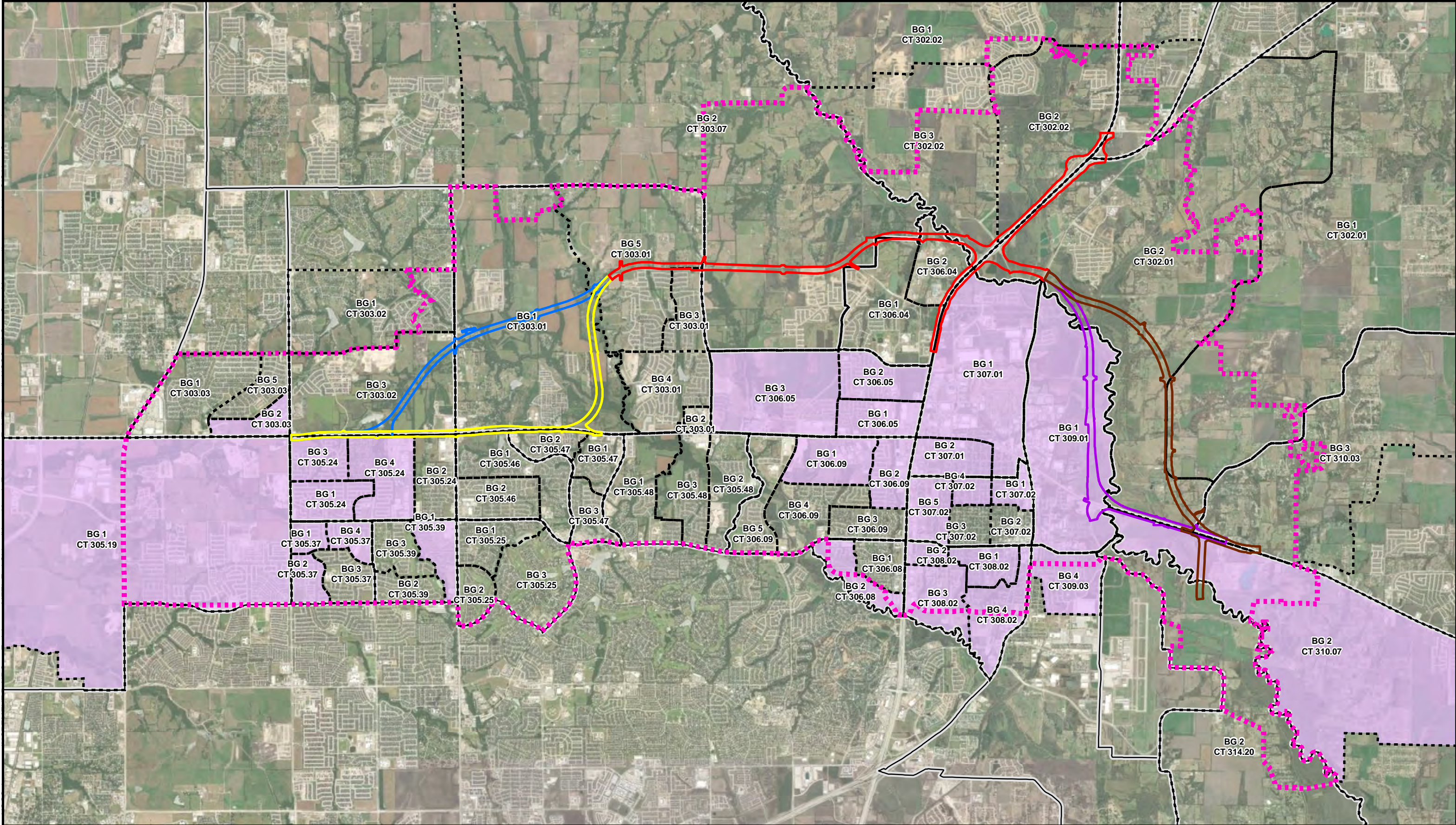


Figure 3-2 Sheet 12 of 12  
Community Facilities within  
the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



	Segment A		Community Study Area
	Segment B		2020 Census Block Groups With ≥50% Minority Population
	Segment C with Spur		2020 Census Tract
	Segment D with Spur		2020 Census Block Group
	Segment E		

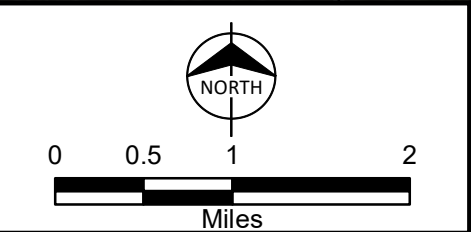
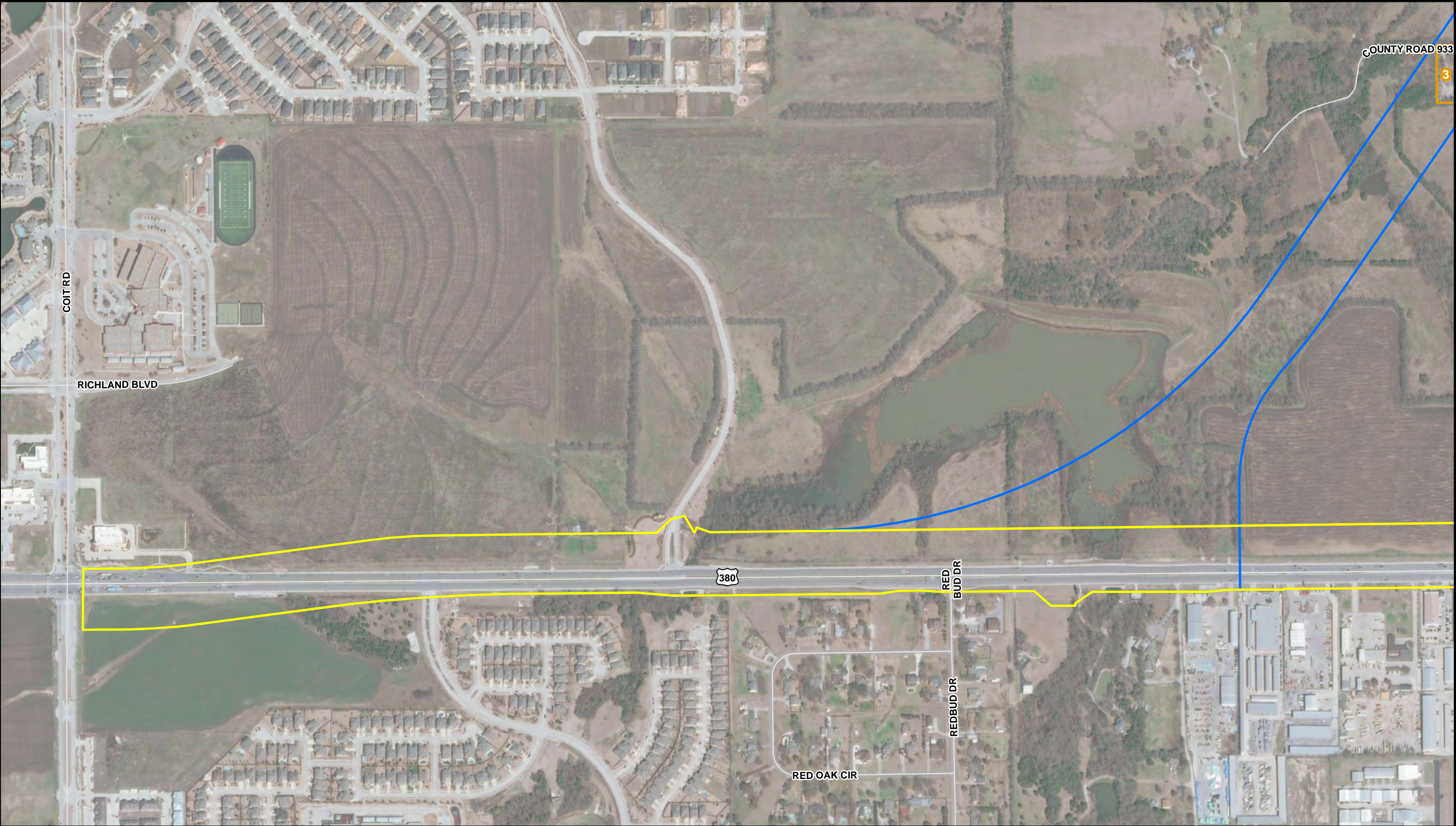


Figure 3-7  
Minority Populations within  
the Community Study Area  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment A
- Segment B
- Community Study Area
- Displacements

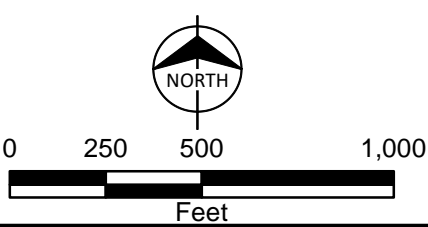
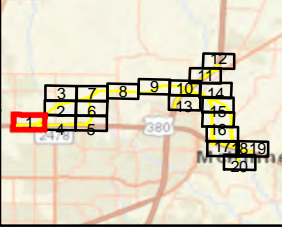
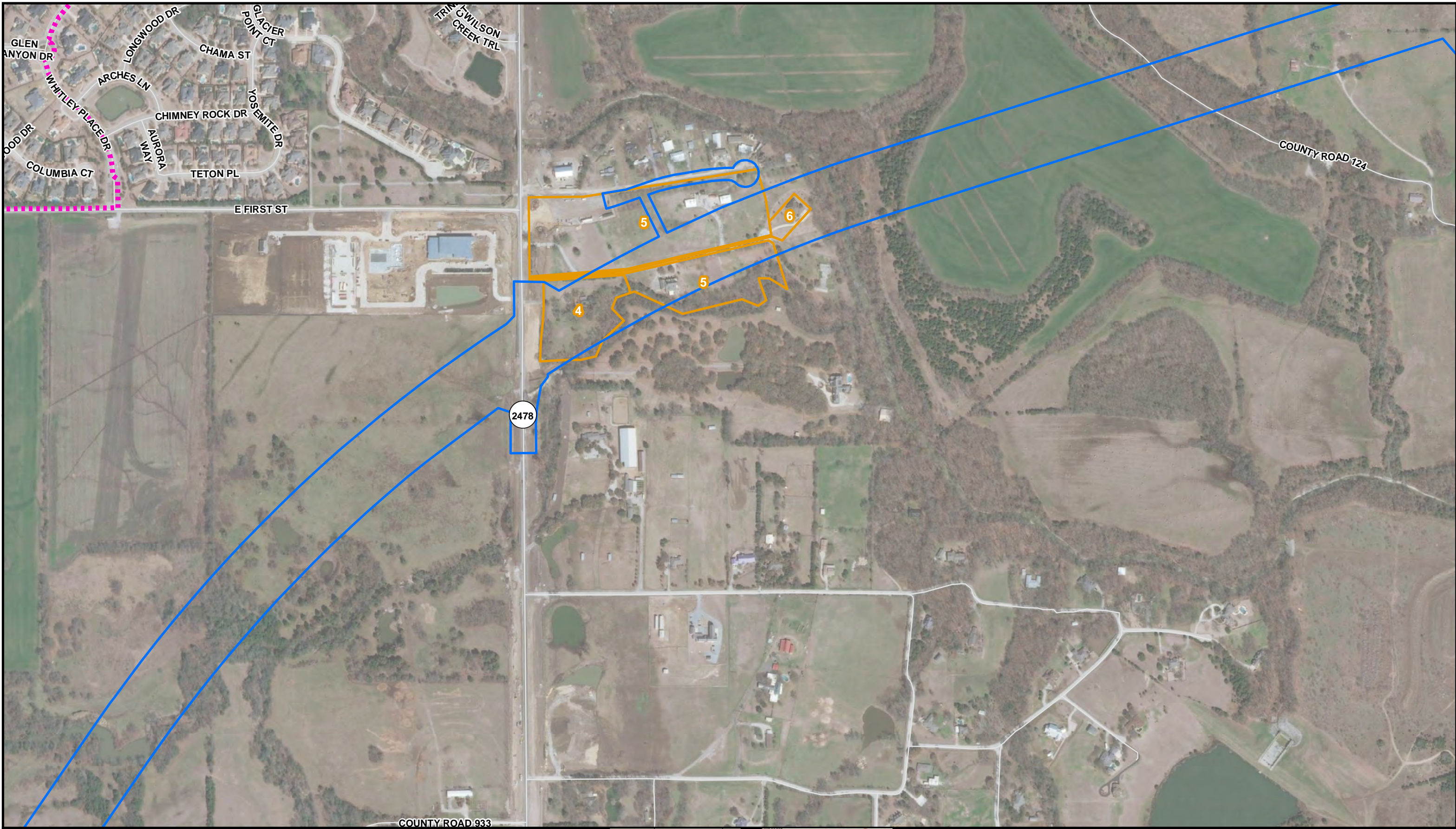





Figure 3-11a Sheet 1 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment B
-  Community Study Area
-  Displacements

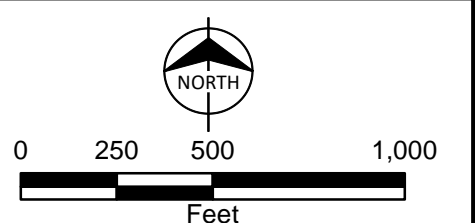
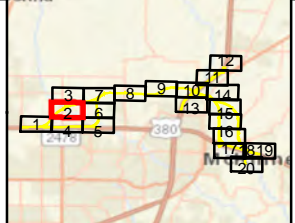




Figure 3-11a Sheet 2 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





-  Segment B
-  Community Study Area

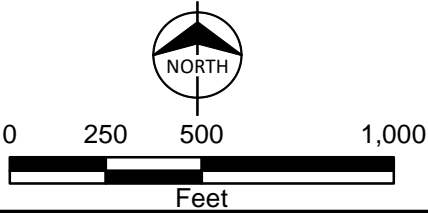
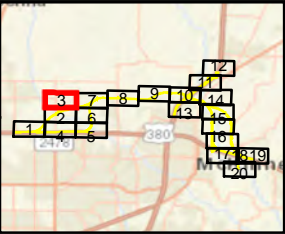


Figure 3-11a Sheet 3 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment A
- Segment B
- Community Study Area
- Displacements

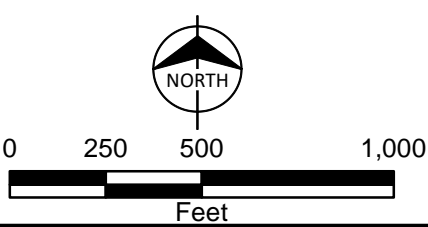
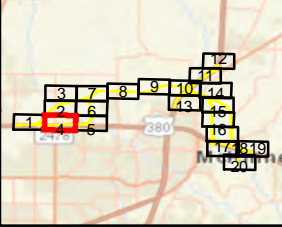
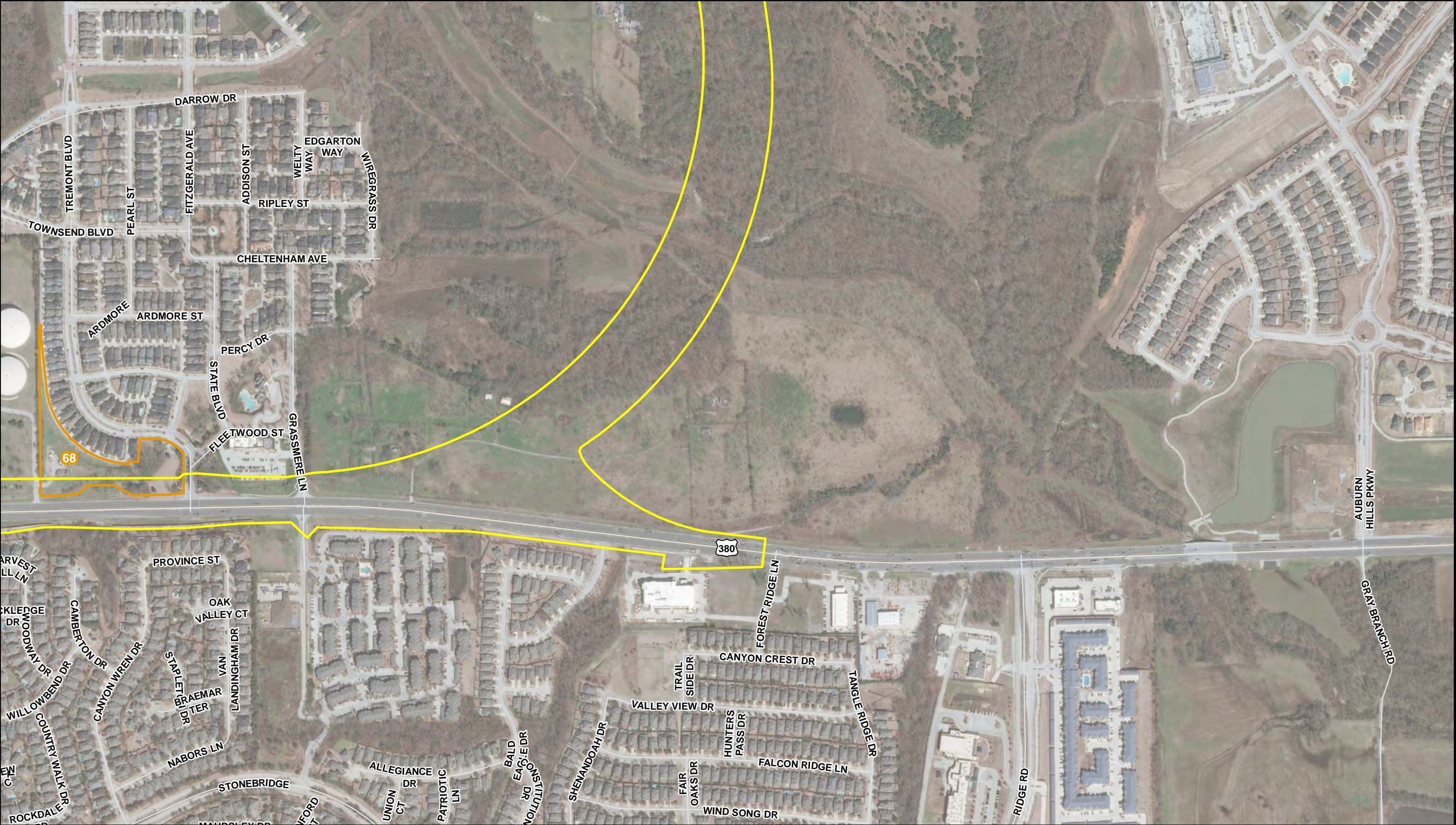


Figure 3-11a Sheet 4 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment A
- Community Study Area
- Displacements

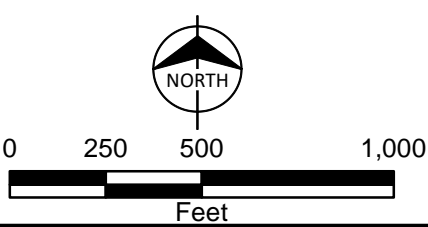
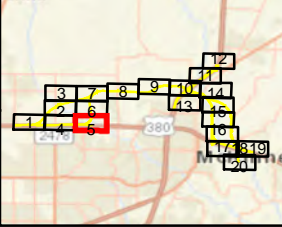


Figure 3-11a Sheet 5 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment A
- Segment B
- Community Study Area
- Displacements

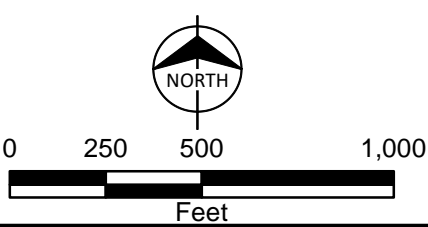
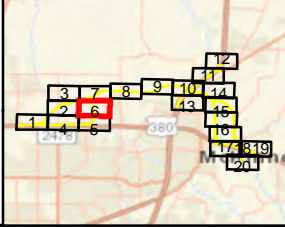
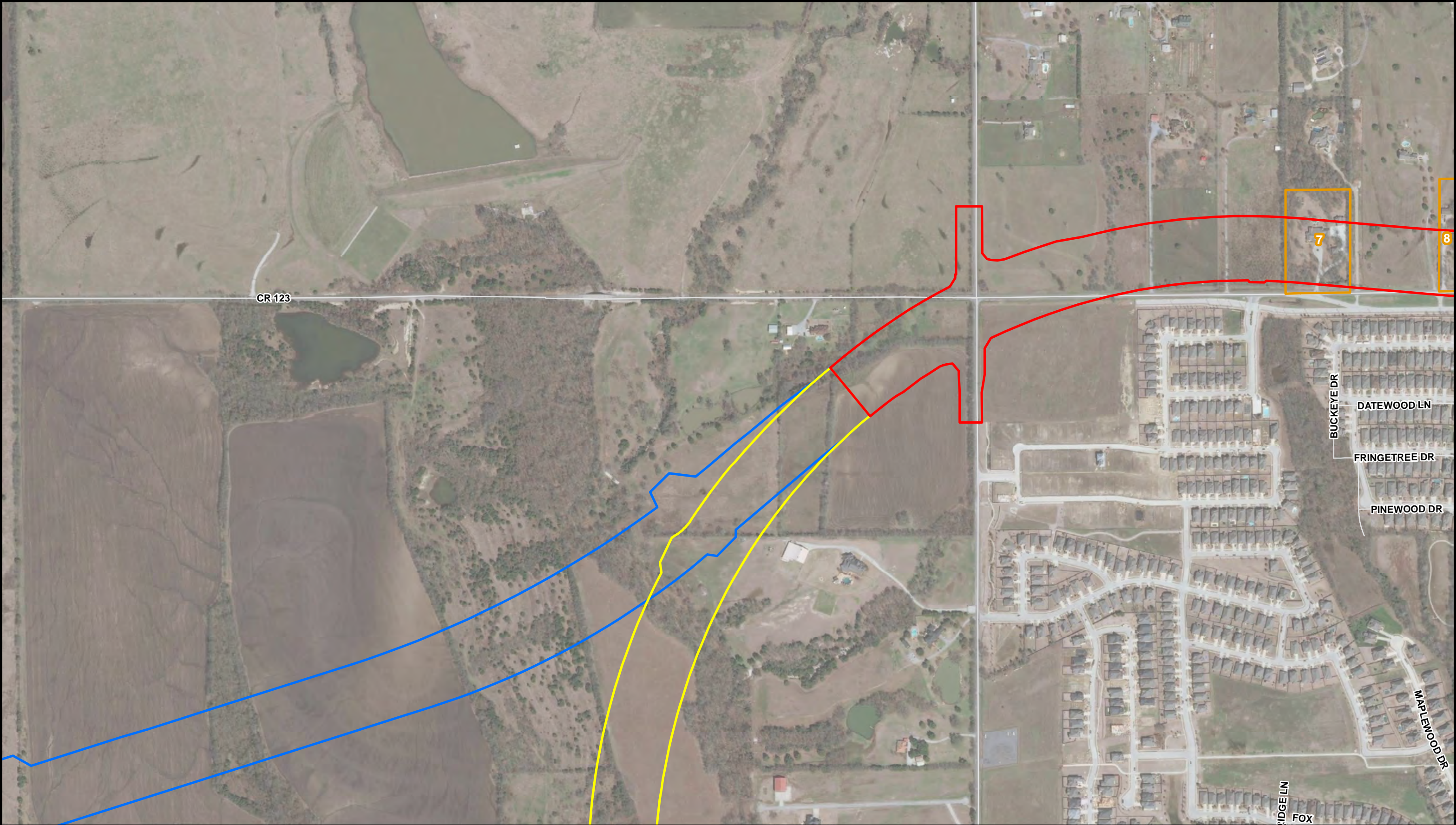


Figure 3-11a Sheet 6 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment A
- Segment B
- Segment E
- Community Study Area
- Displacements

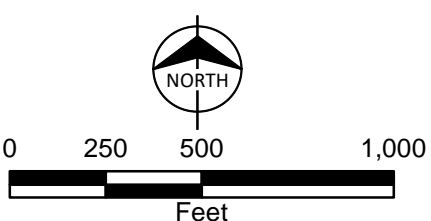
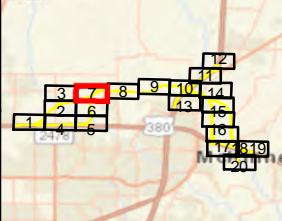
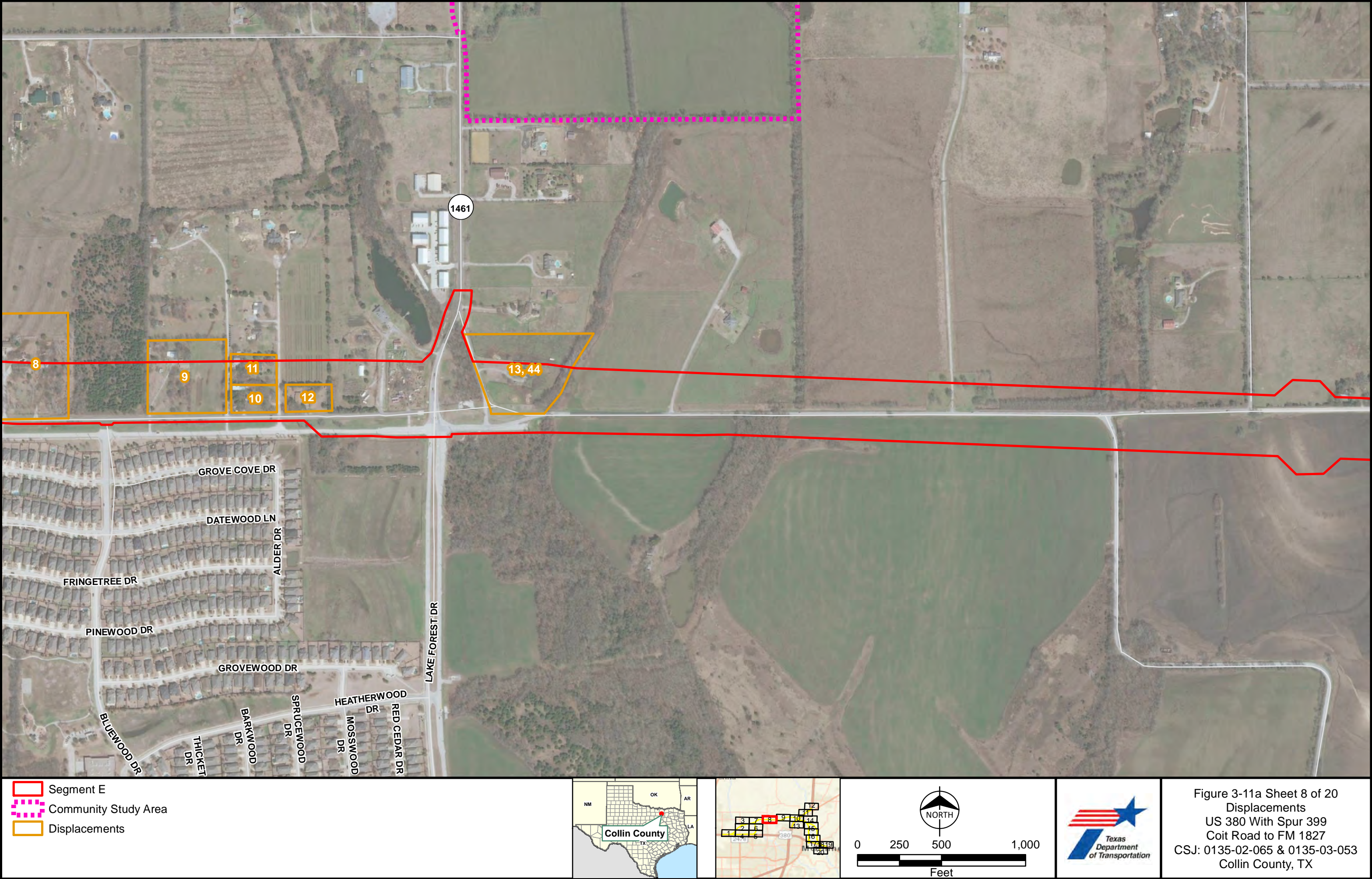
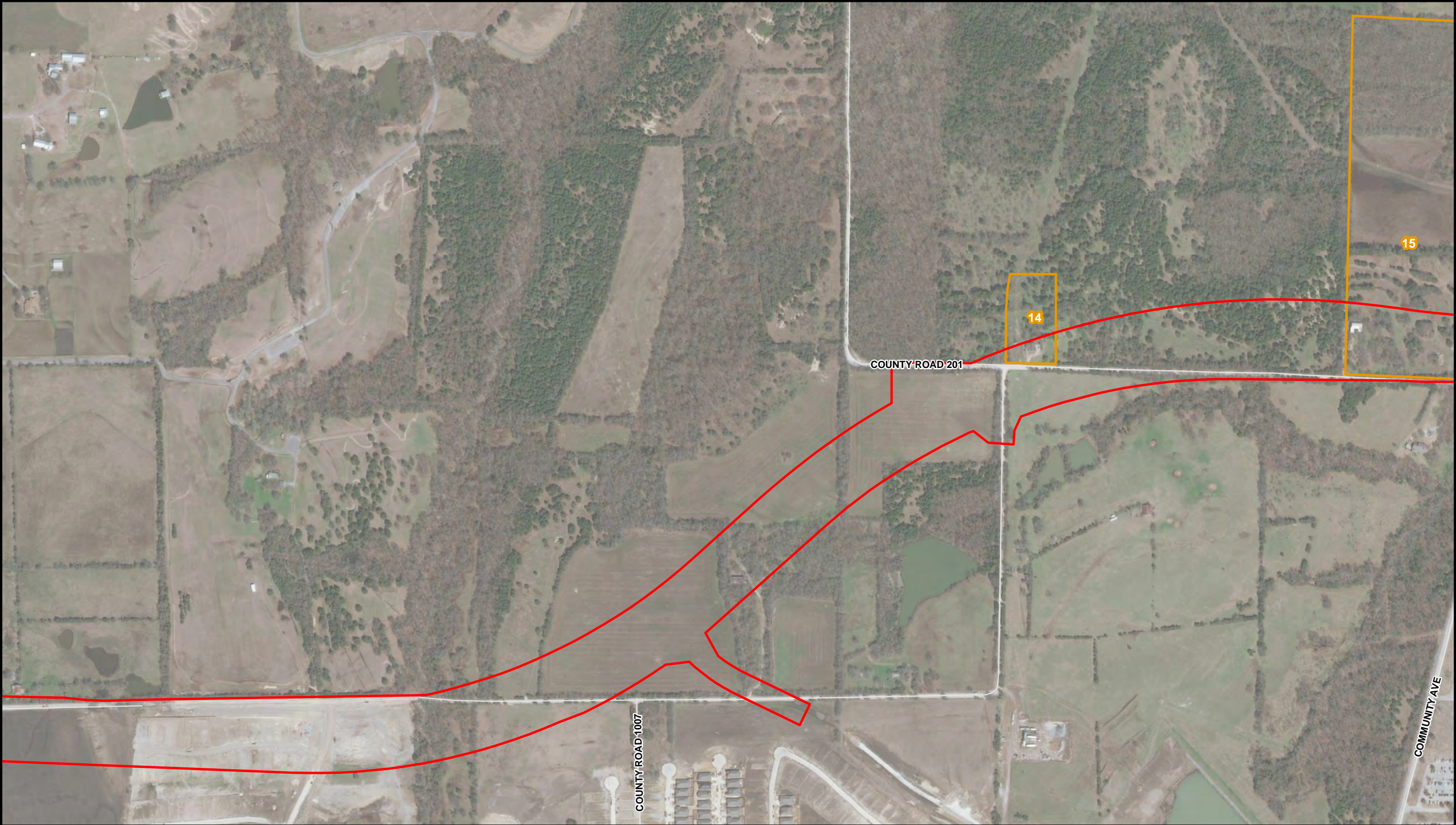





Figure 3-11a Sheet 7 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX









-  Segment E
-  Community Study Area
-  Displacements

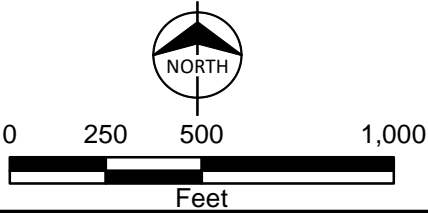
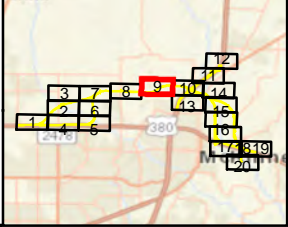


Figure 3-11a Sheet 9 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment E
- Community Study Area
- Displacements

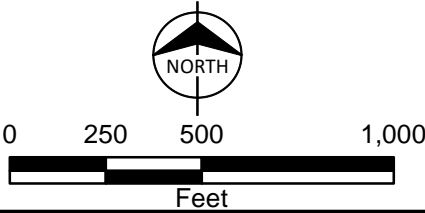
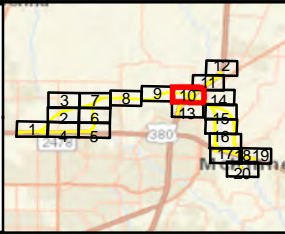
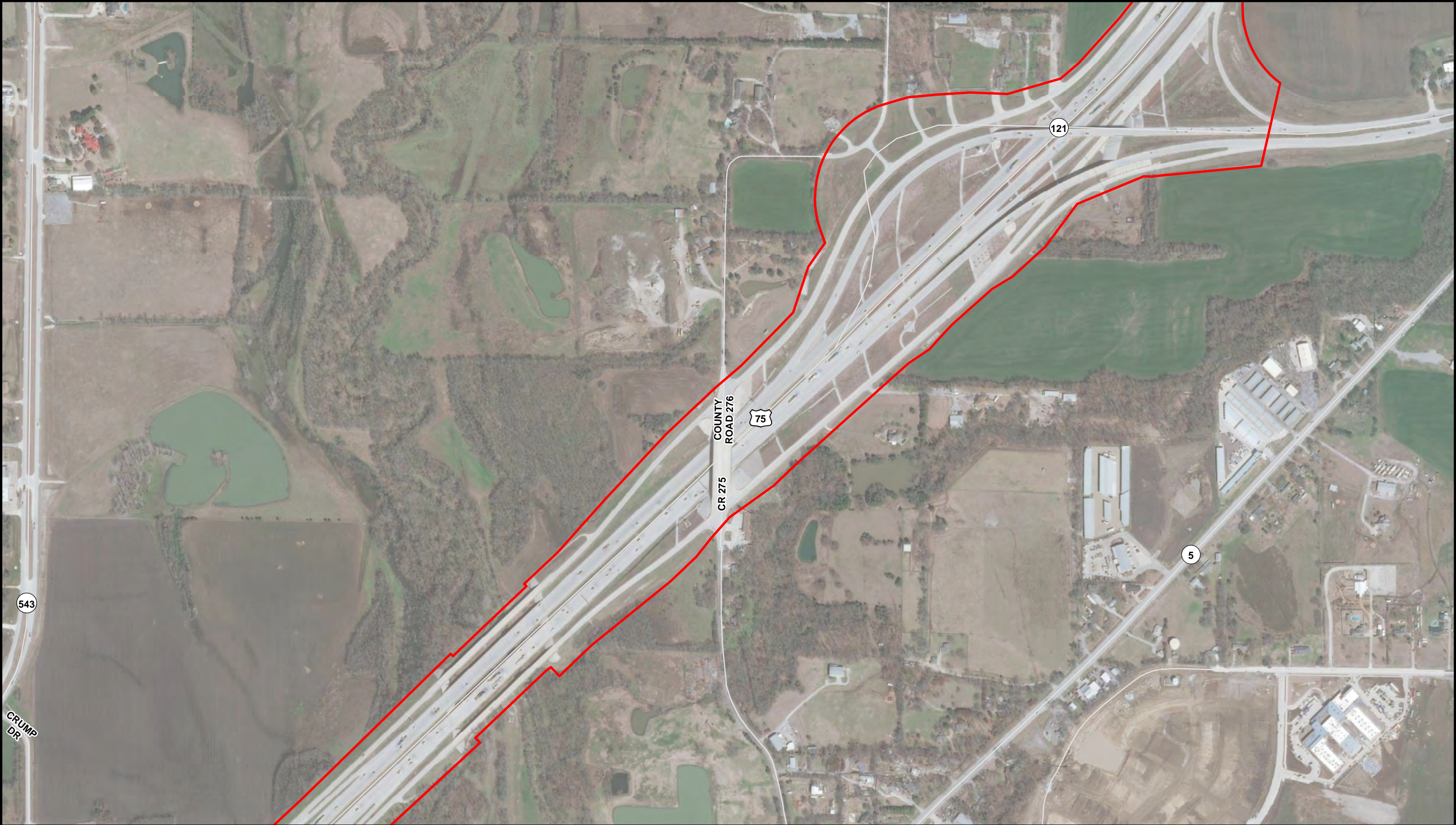




Figure 3-11a Sheet 10 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





-  Segment E
-  Community Study Area

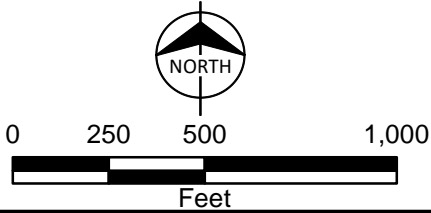
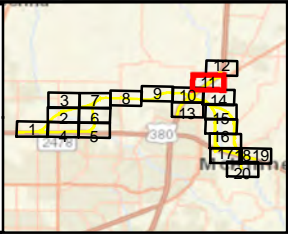


Figure 3-11a Sheet 11 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment E
- Community Study Area

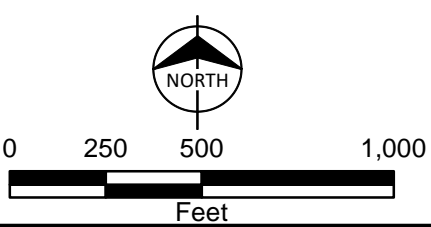
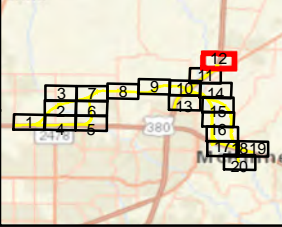




Figure 3-11a Sheet 12 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





-  Segment E
-  Community Study Area

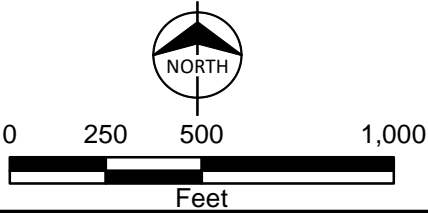
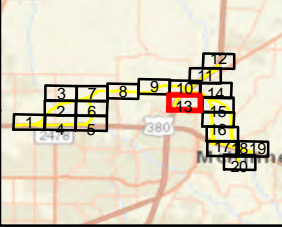


Figure 3-11a Sheet 13 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment C with Spur
- Segment D with Spur
- Segment E
- Community Study Area

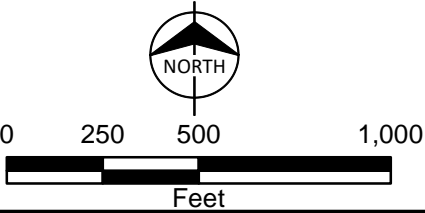
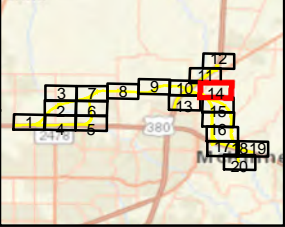
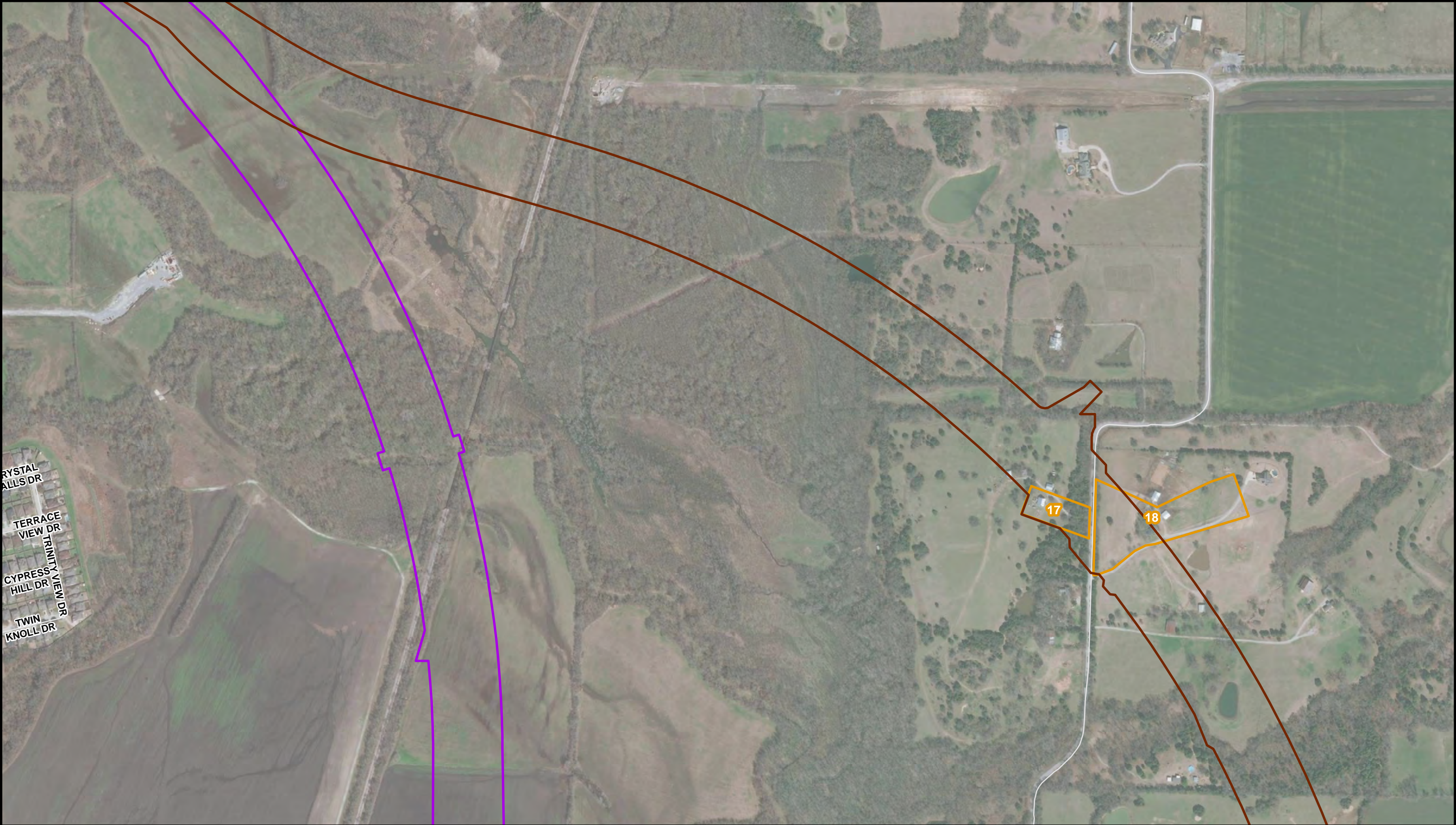


Figure 3-11a Sheet 14 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX





- Segment C with Spur
- Segment D with Spur
- Community Study Area
- Displacements

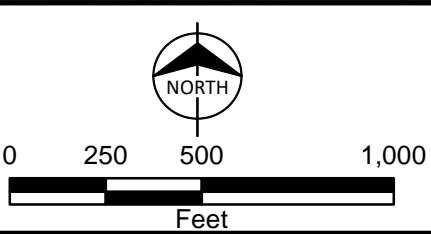
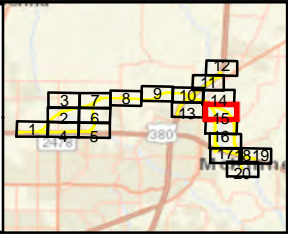
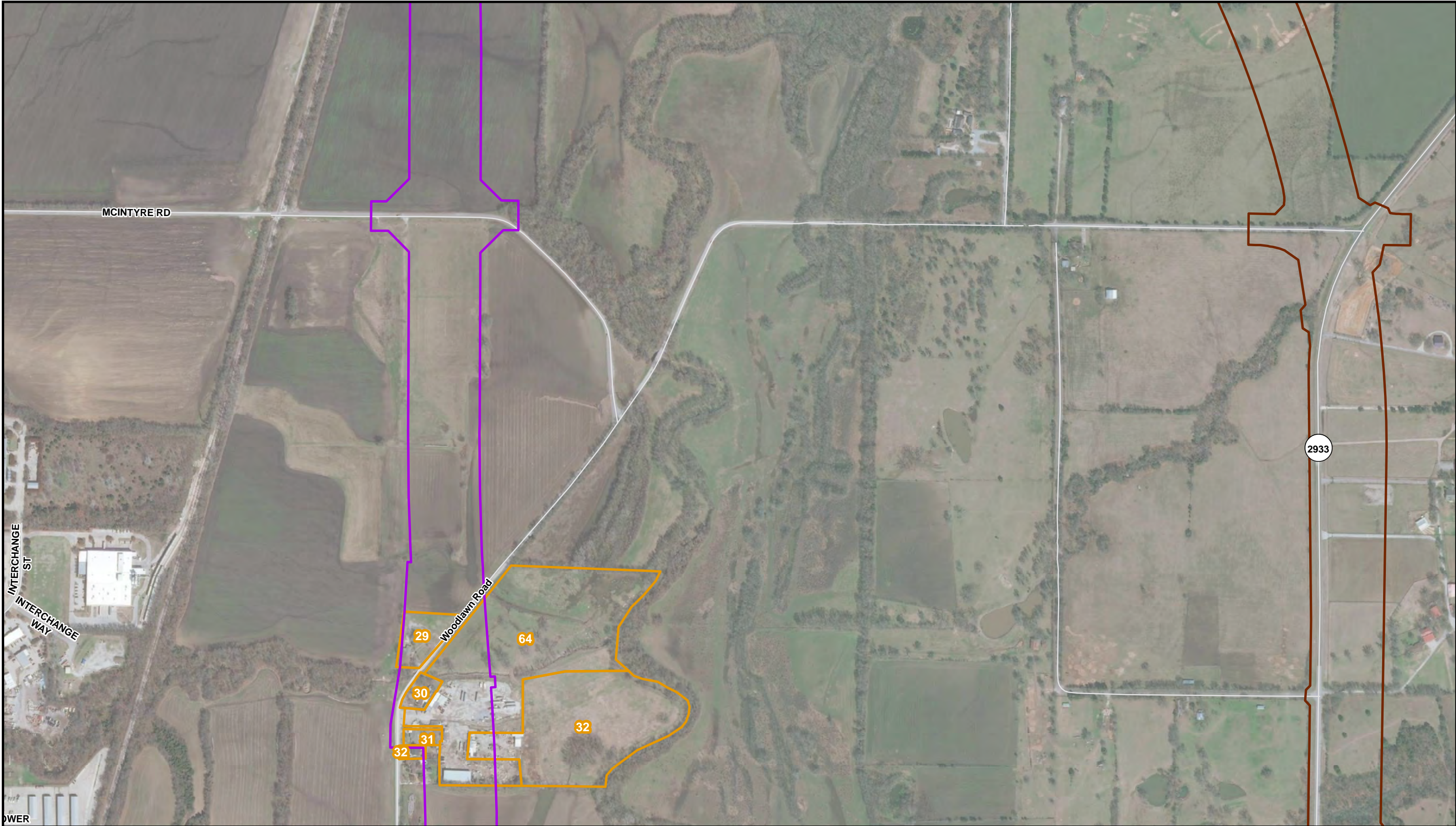


Figure 3-11a Sheet 15 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment C with Spur
- Segment D with Spur
- Community Study Area
- Displacements

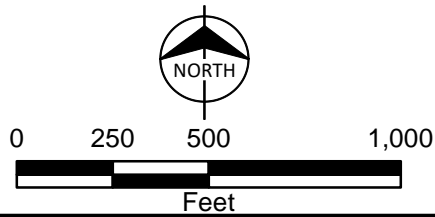
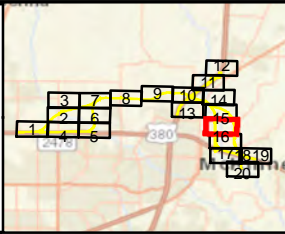


Figure 3-11a Sheet 16 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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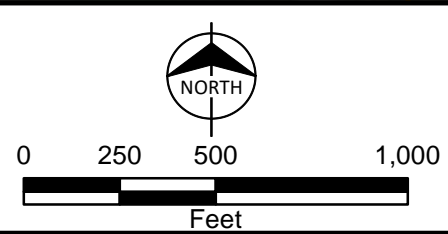
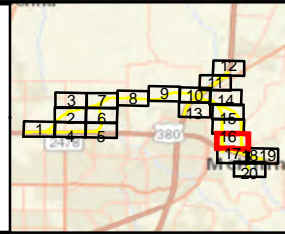
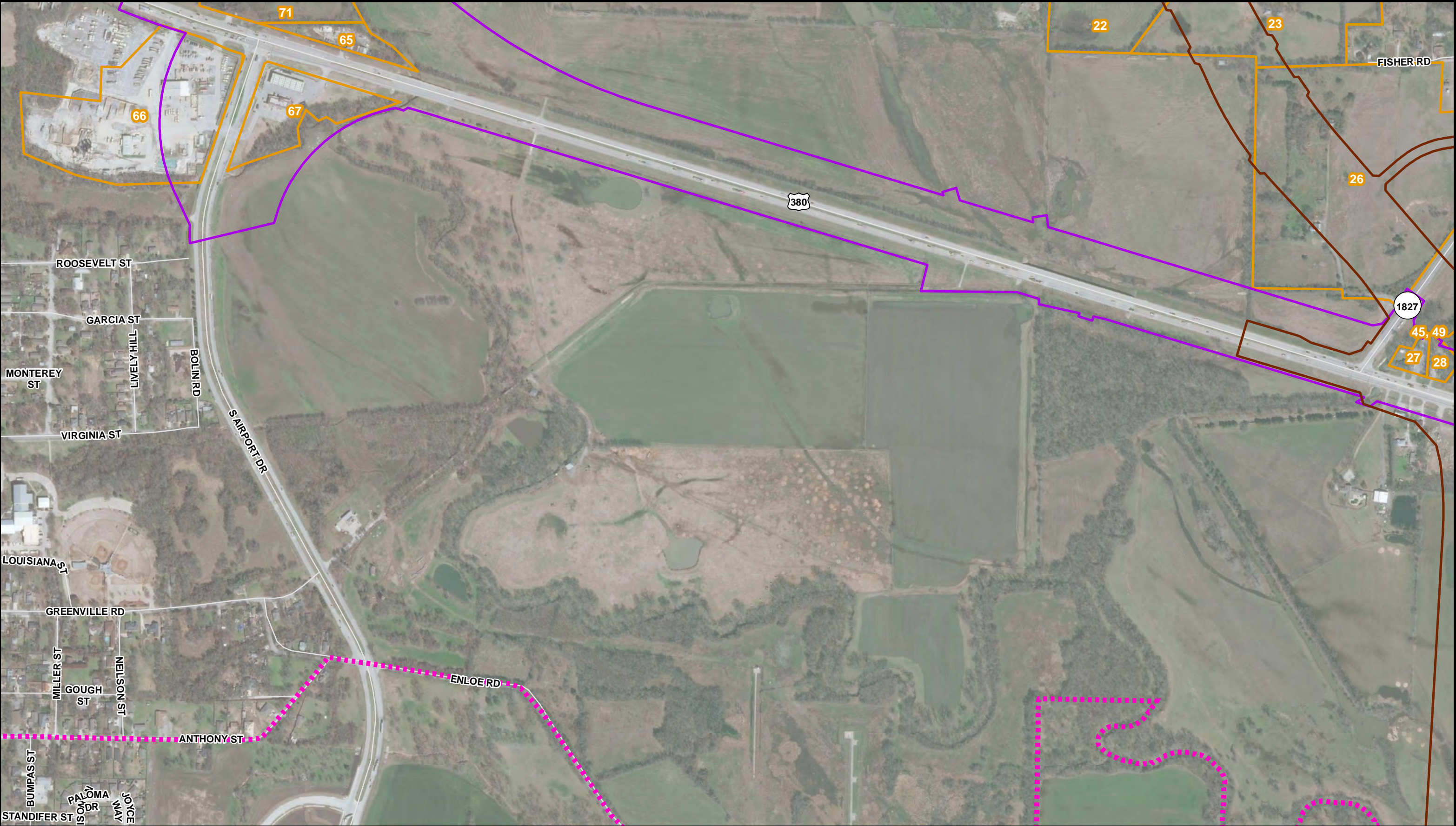


Figure 3-11a Sheet 17 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment C with Spur
- Segment D with Spur
- Community Study Area
- Displacements

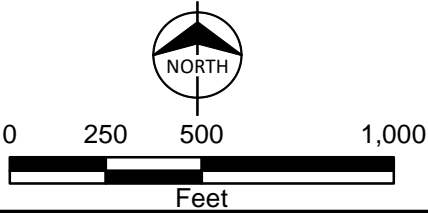
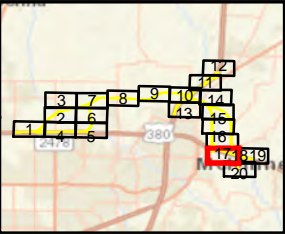
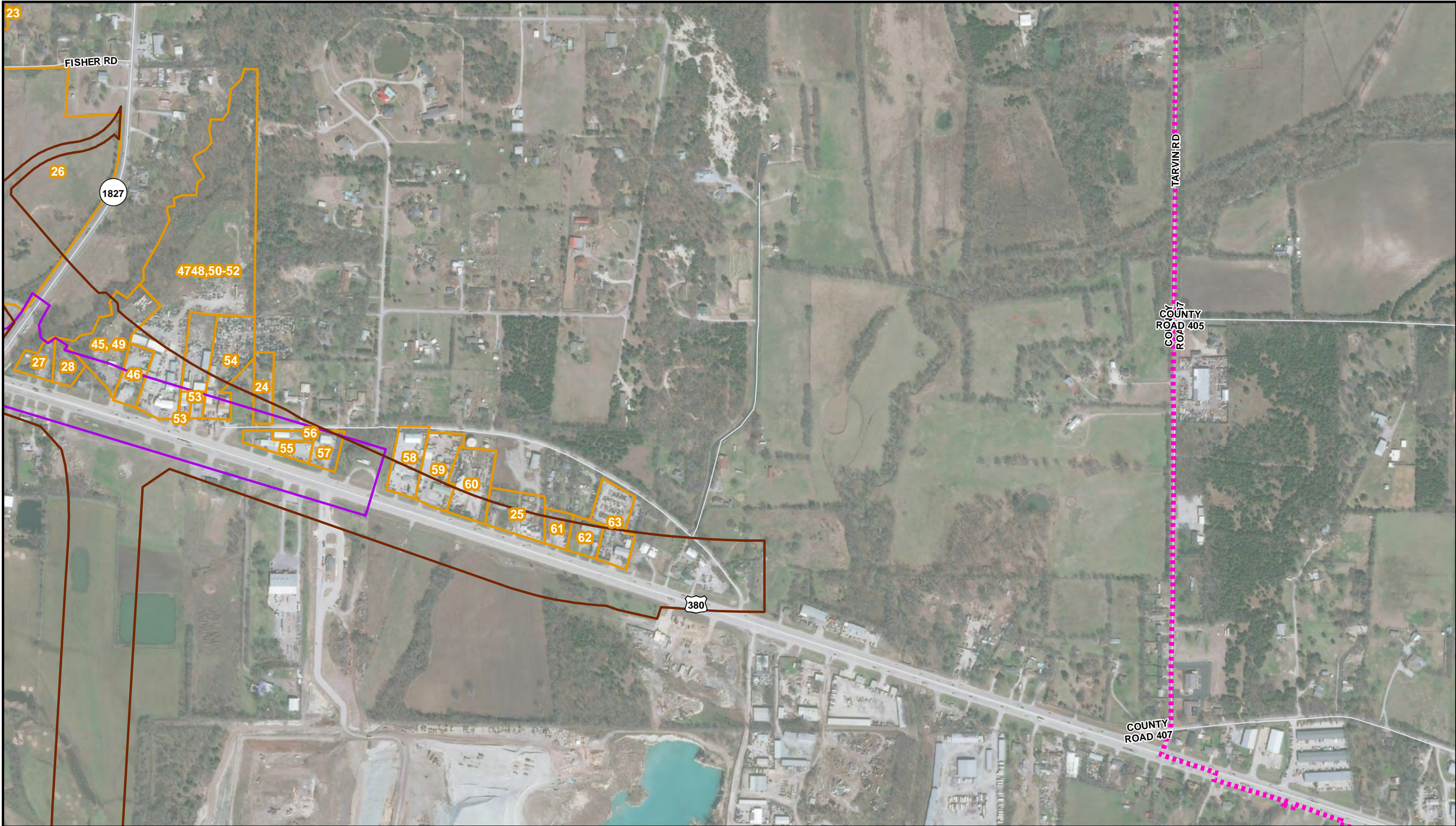


Figure 3-11a Sheet 18 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment C with Spur
- Segment D with Spur
- Community Study Area
- Displacements

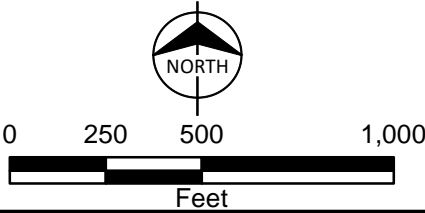
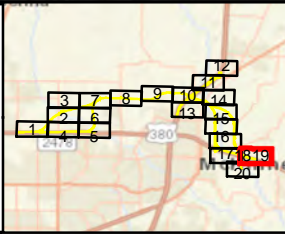
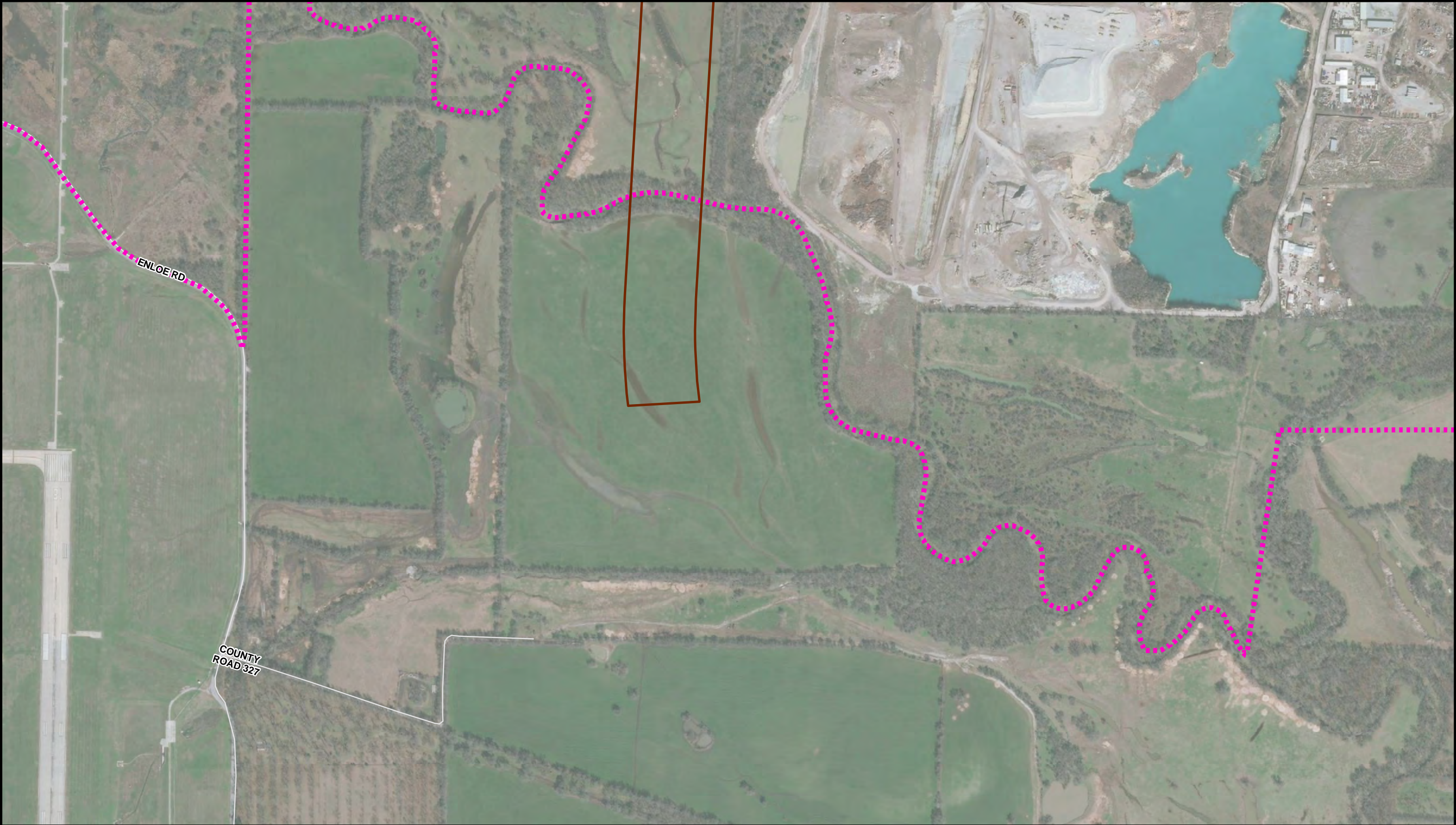




Figure 3-11a Sheet 19 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment C with Spur
-  Community Study Area

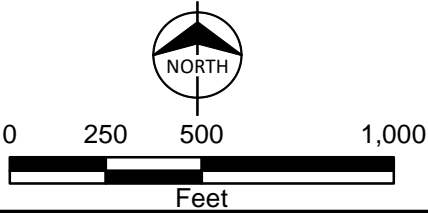
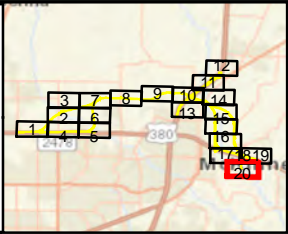
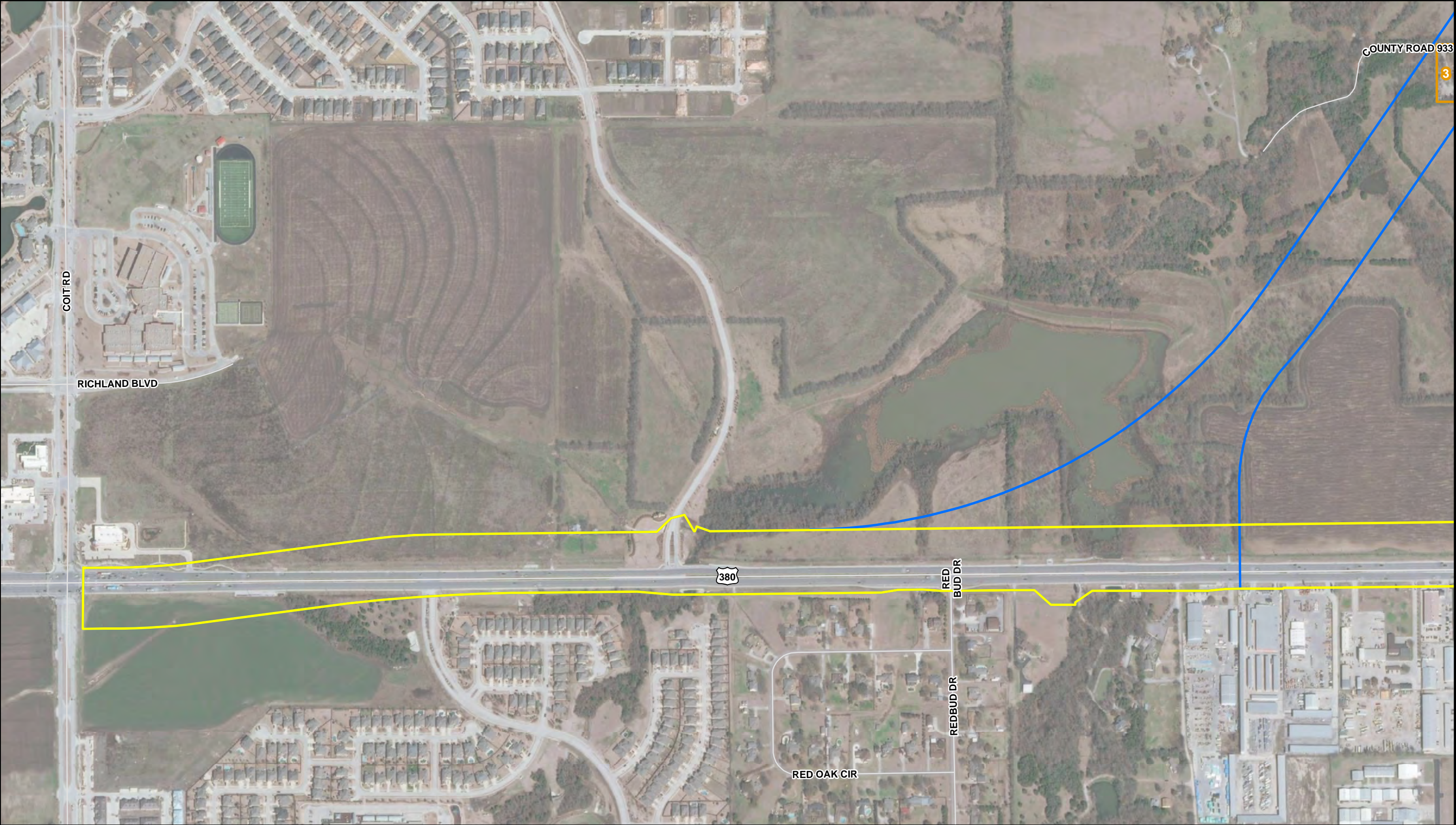


Figure 3-11a Sheet 20 of 20  
Displacements  
US 380 With Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment A
- Segment B
- Community Study Area
- Displacements

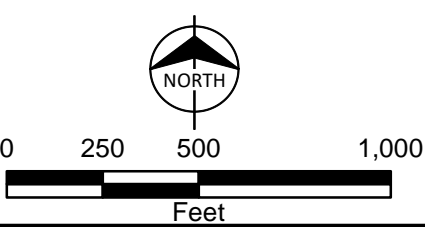
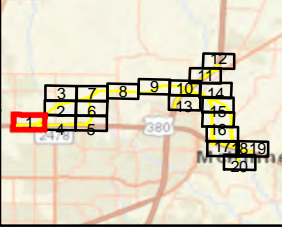
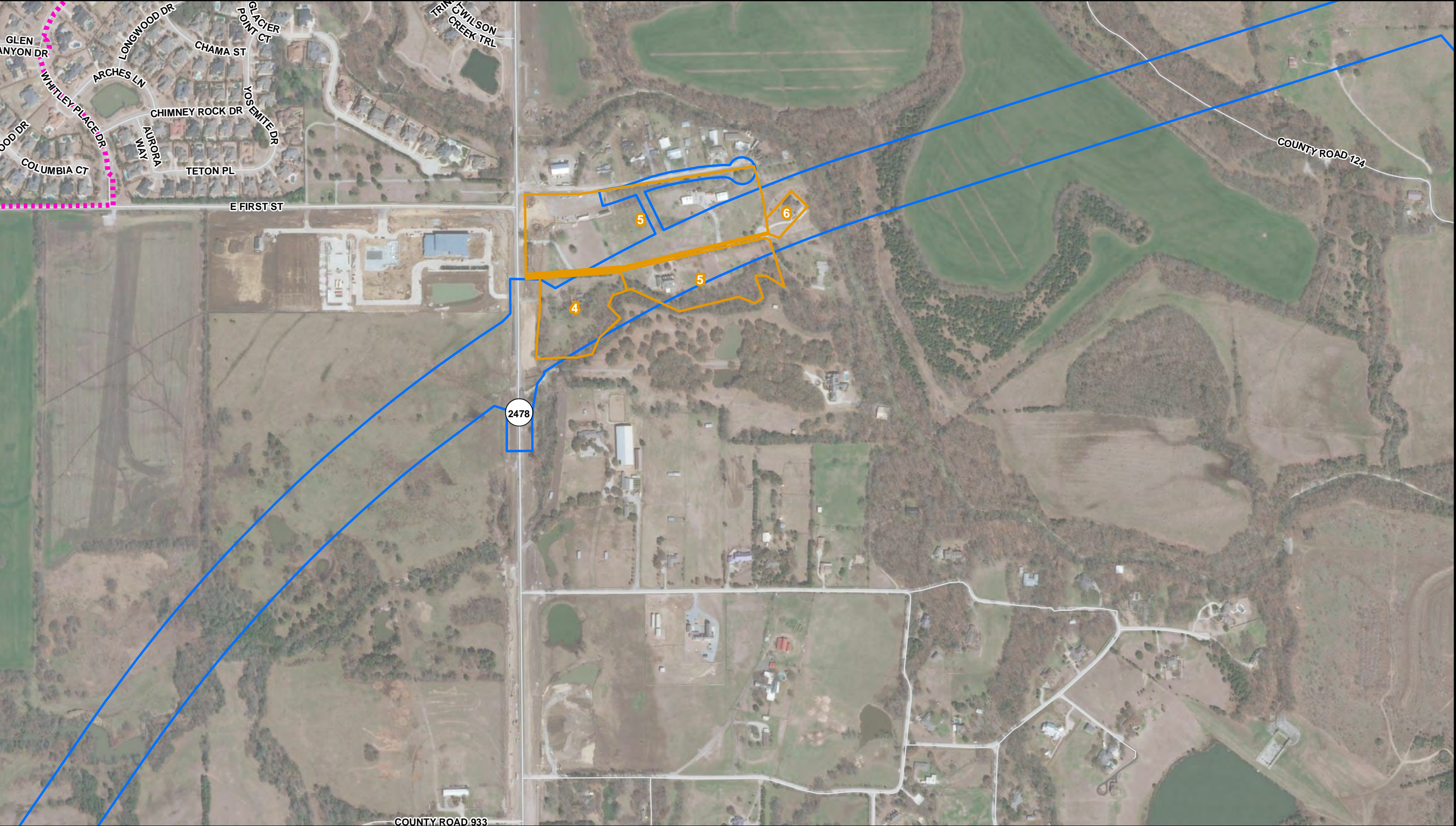





Figure 3-11b Sheet 1 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment B
-  Community Study Area
-  Displacements

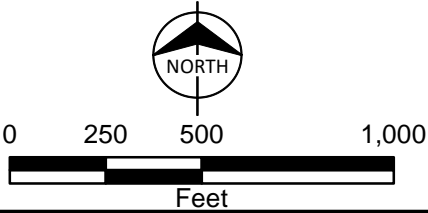
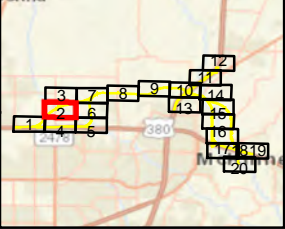
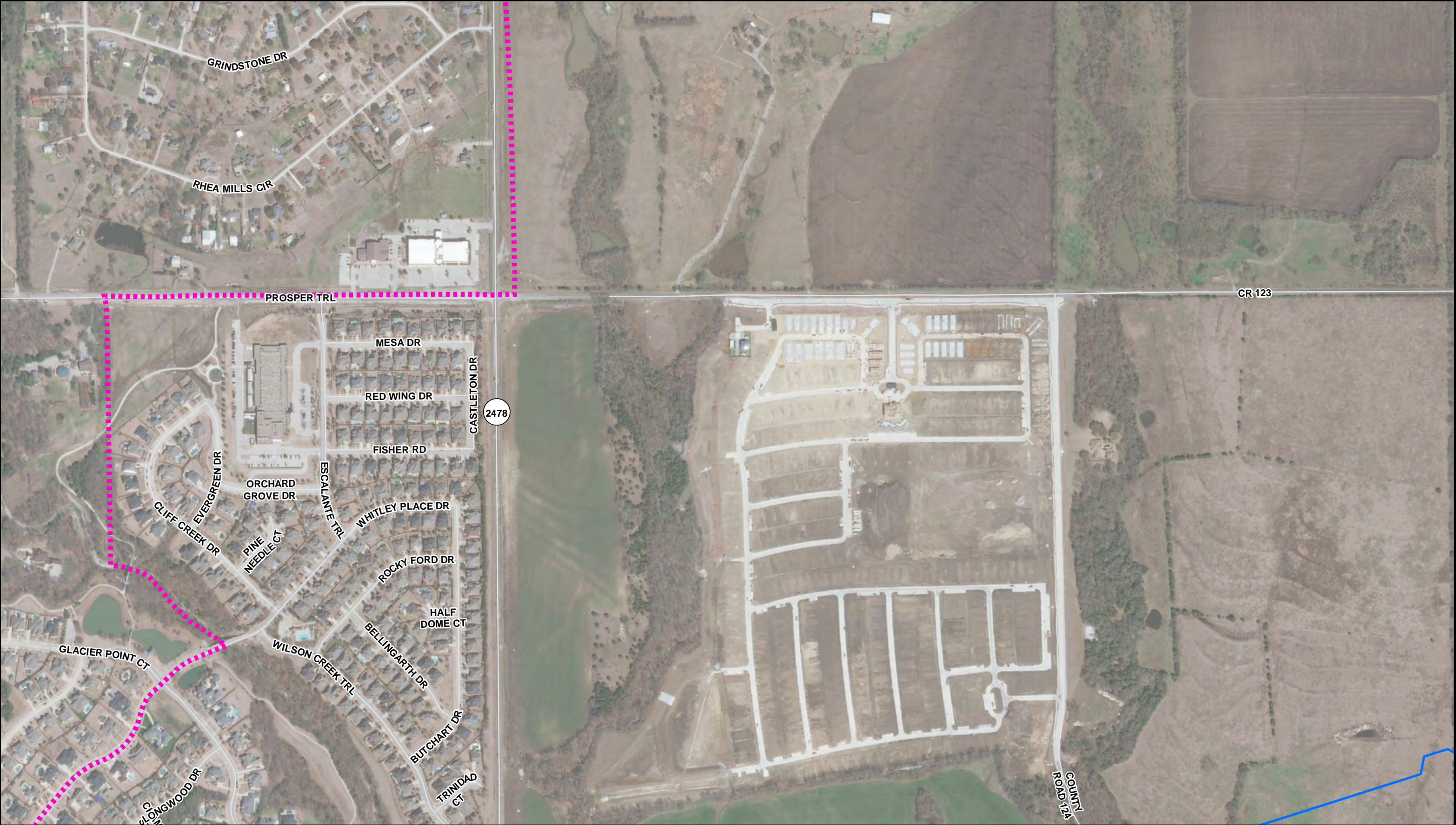




Figure 3-11b Sheet 2 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
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-  Segment B
-  Community Study Area

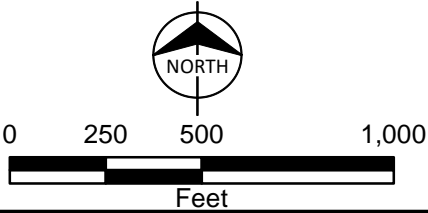
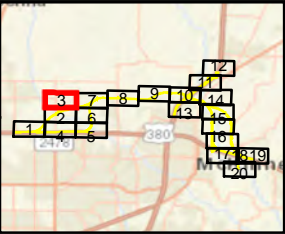
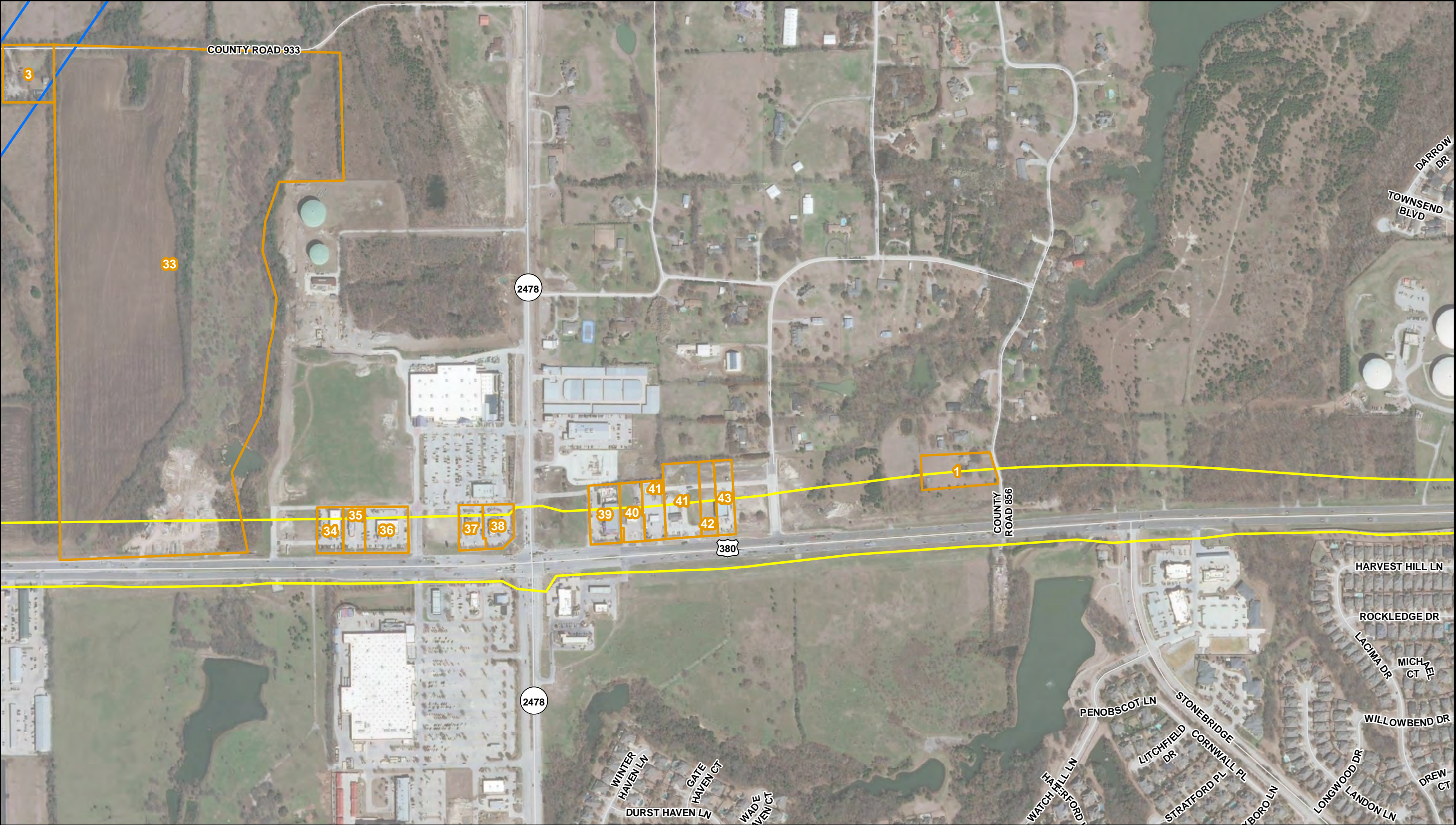


Figure 3-11b Sheet 3 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment A
- Segment B
- Community Study Area
- Displacements

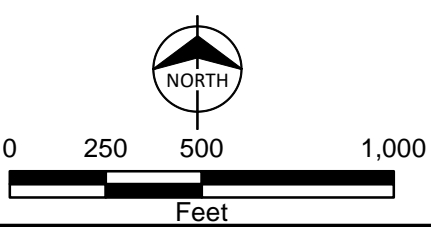
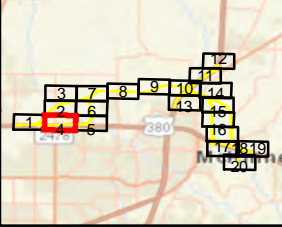
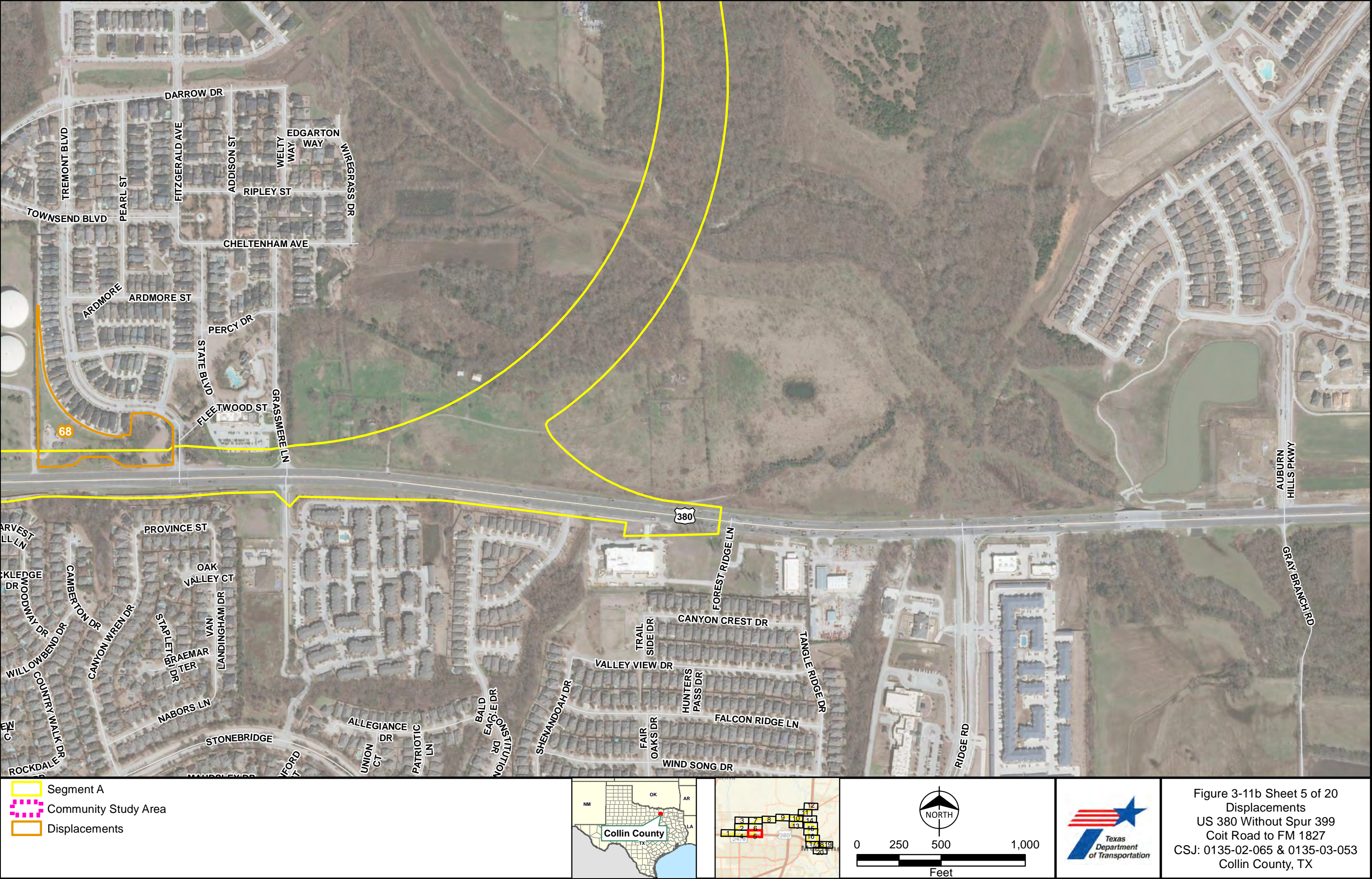


Figure 3-11b Sheet 4 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment A
- Segment B
- Community Study Area
- Displacements

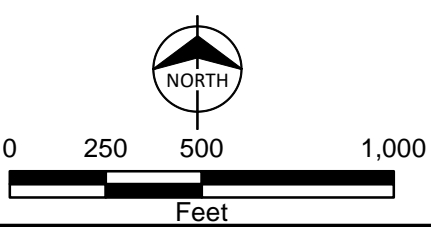
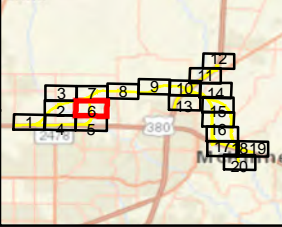
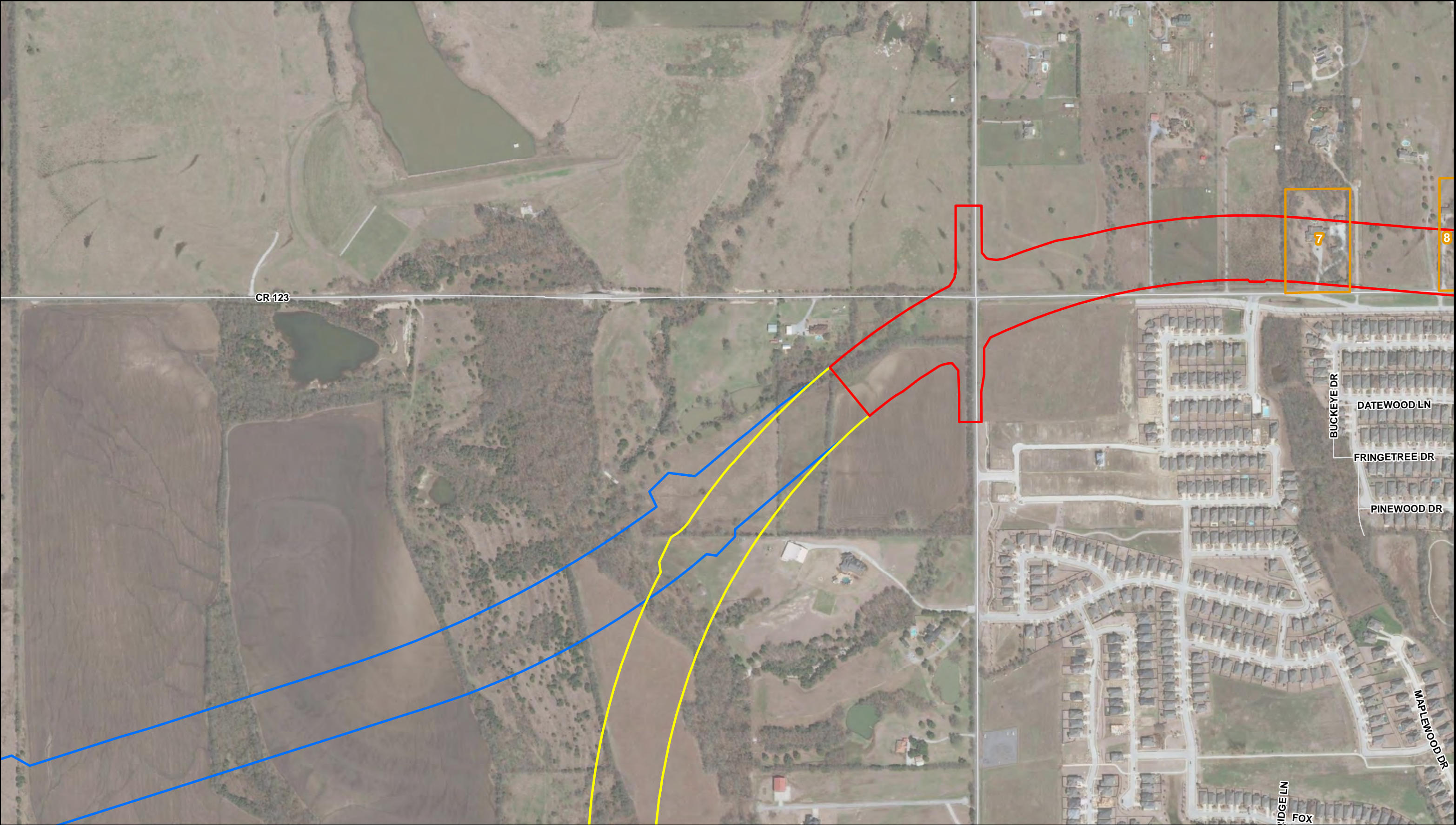


Figure 3-11b Sheet 6 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment A
- Segment B
- Segment E
- Community Study Area
- Displacements

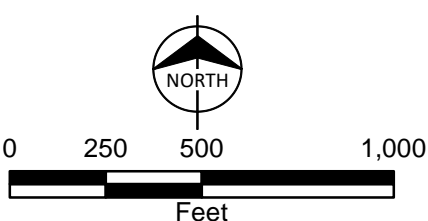
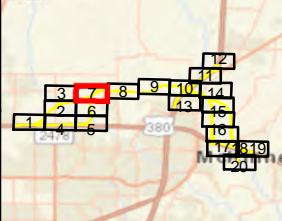
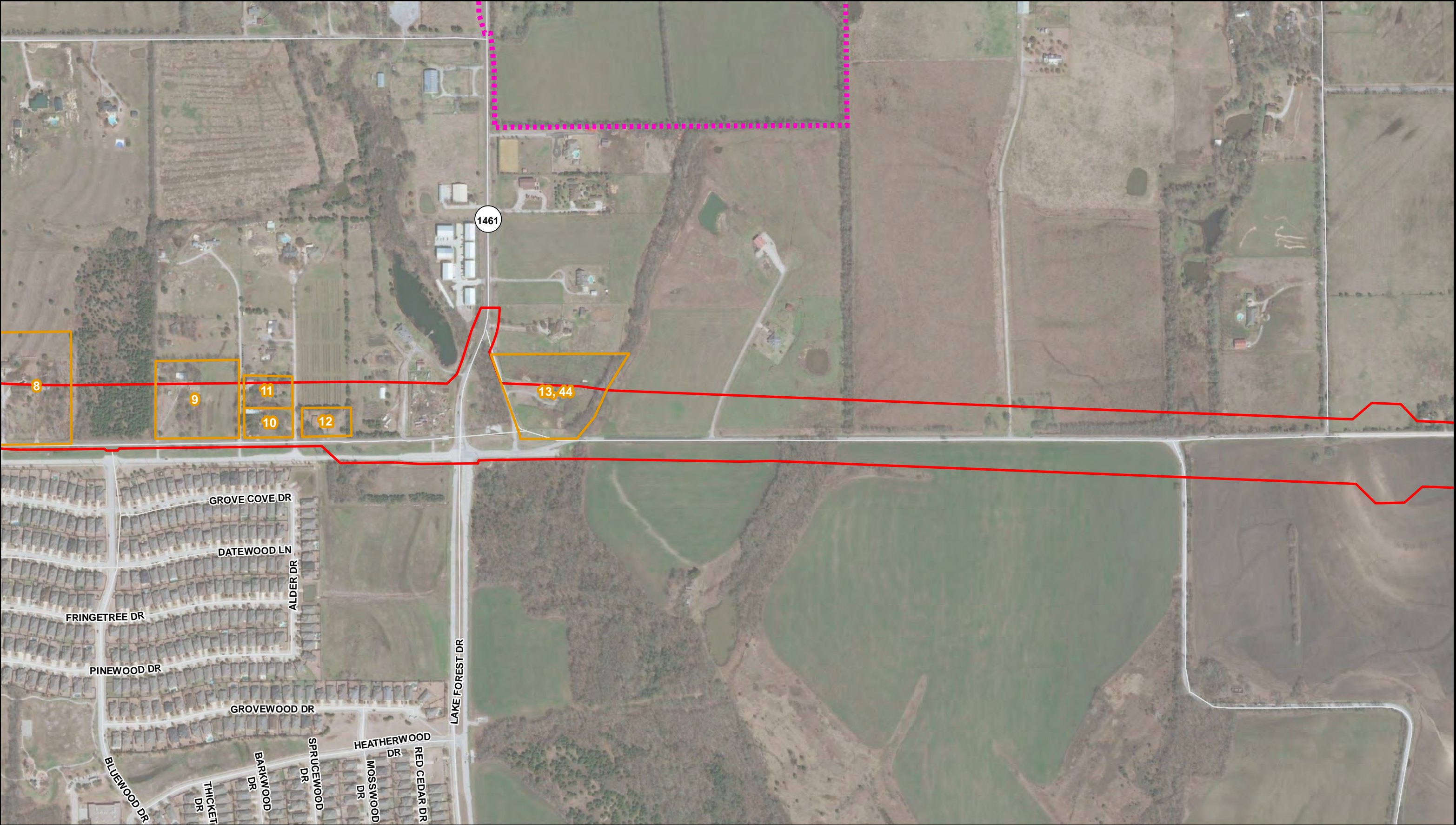





Figure 3-11b Sheet 7 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment E
-  Community Study Area
-  Displacements

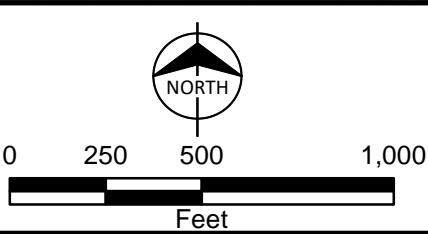
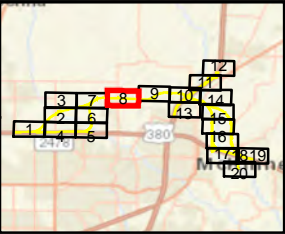
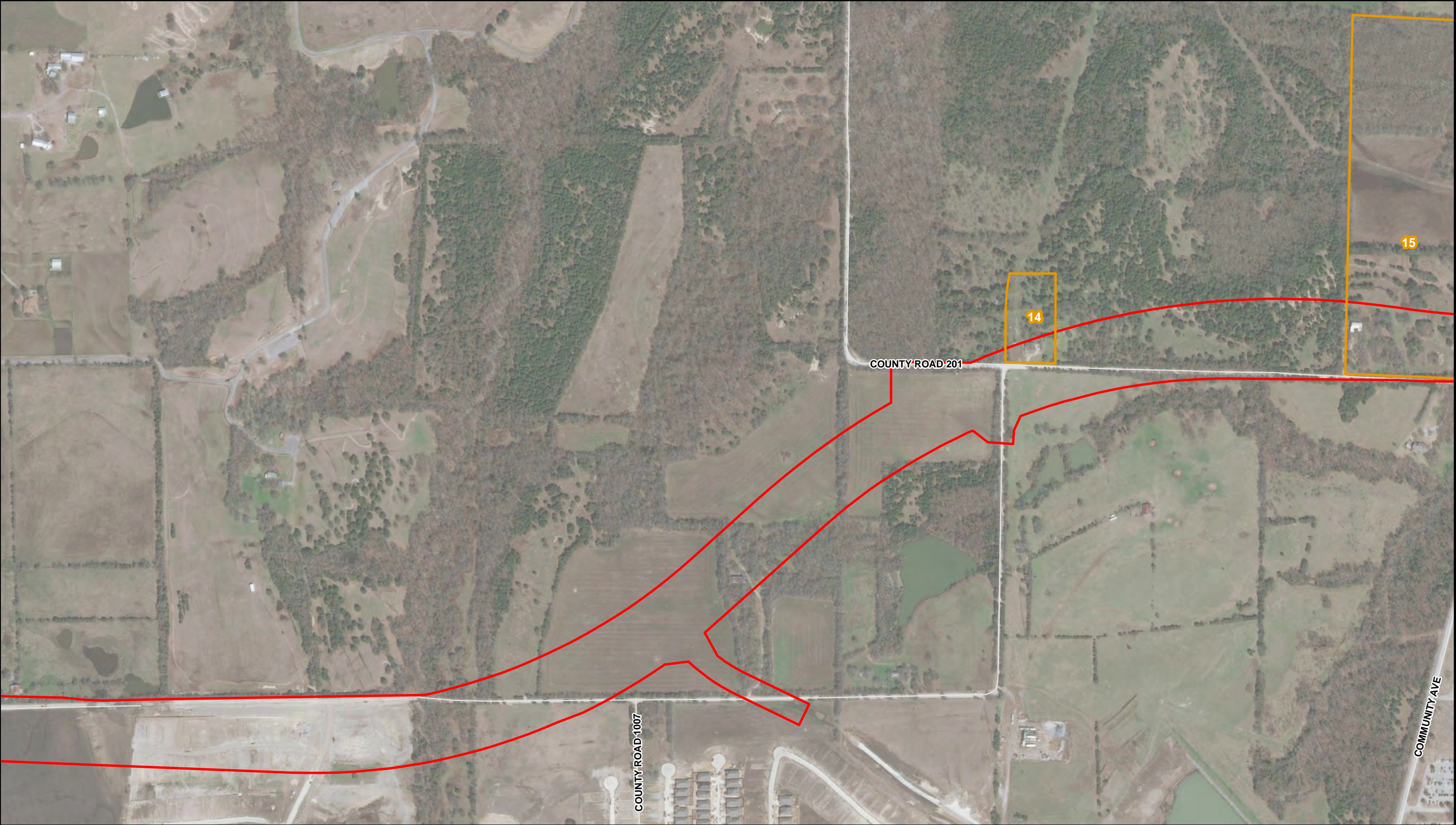





Figure 3-11b Sheet 8 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
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-  Segment E
-  Community Study Area
-  Displacements

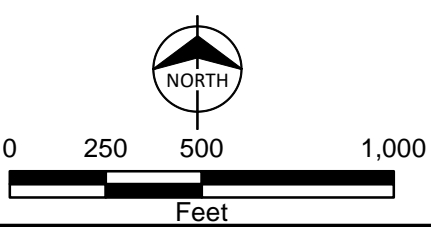
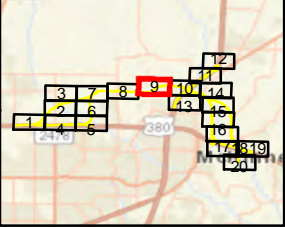


Figure 3-11b Sheet 9 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



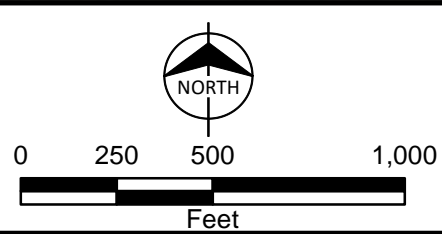
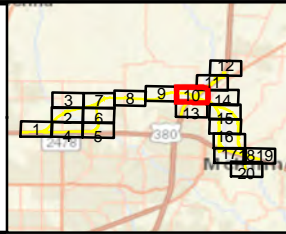




Figure 3-11b Sheet 10 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment E
-  Community Study Area

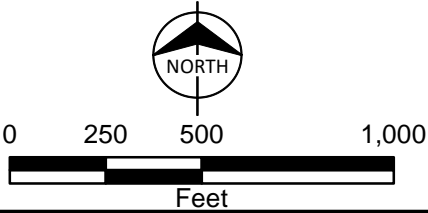
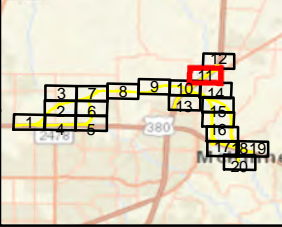




Figure 3-11b Sheet 11 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment E
-  Community Study Area

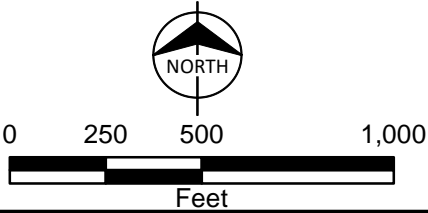
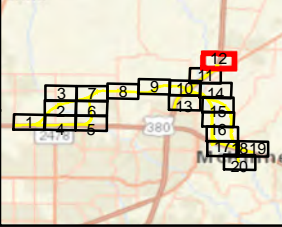




Figure 3-11b Sheet 12 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment E
-  Community Study Area

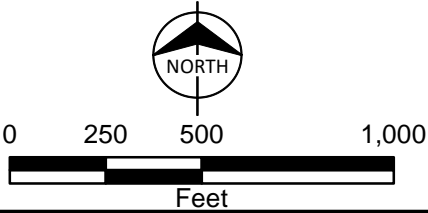
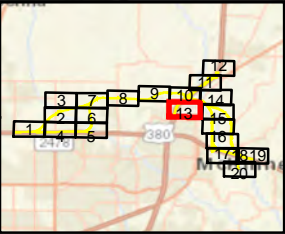






Figure 3-11b Sheet 13 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment C Without Spur
-  Segment D Without Spur
-  Segment E
-  Community Study Area

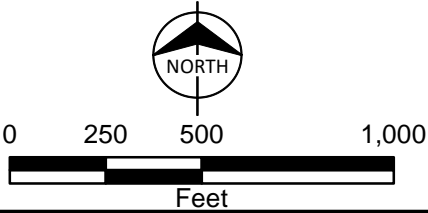
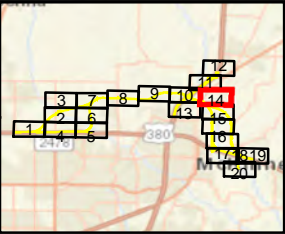






Figure 3-11b Sheet 14 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment C Without Spur
-  Segment D Without Spur
-  Community Study Area
-  Displacements

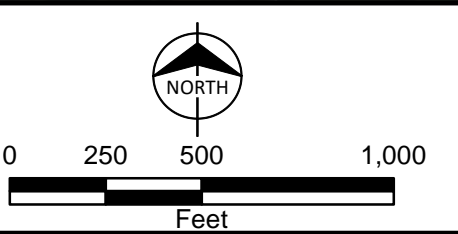
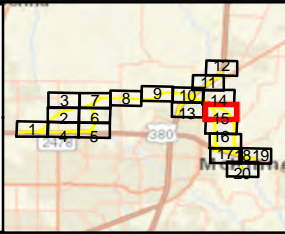
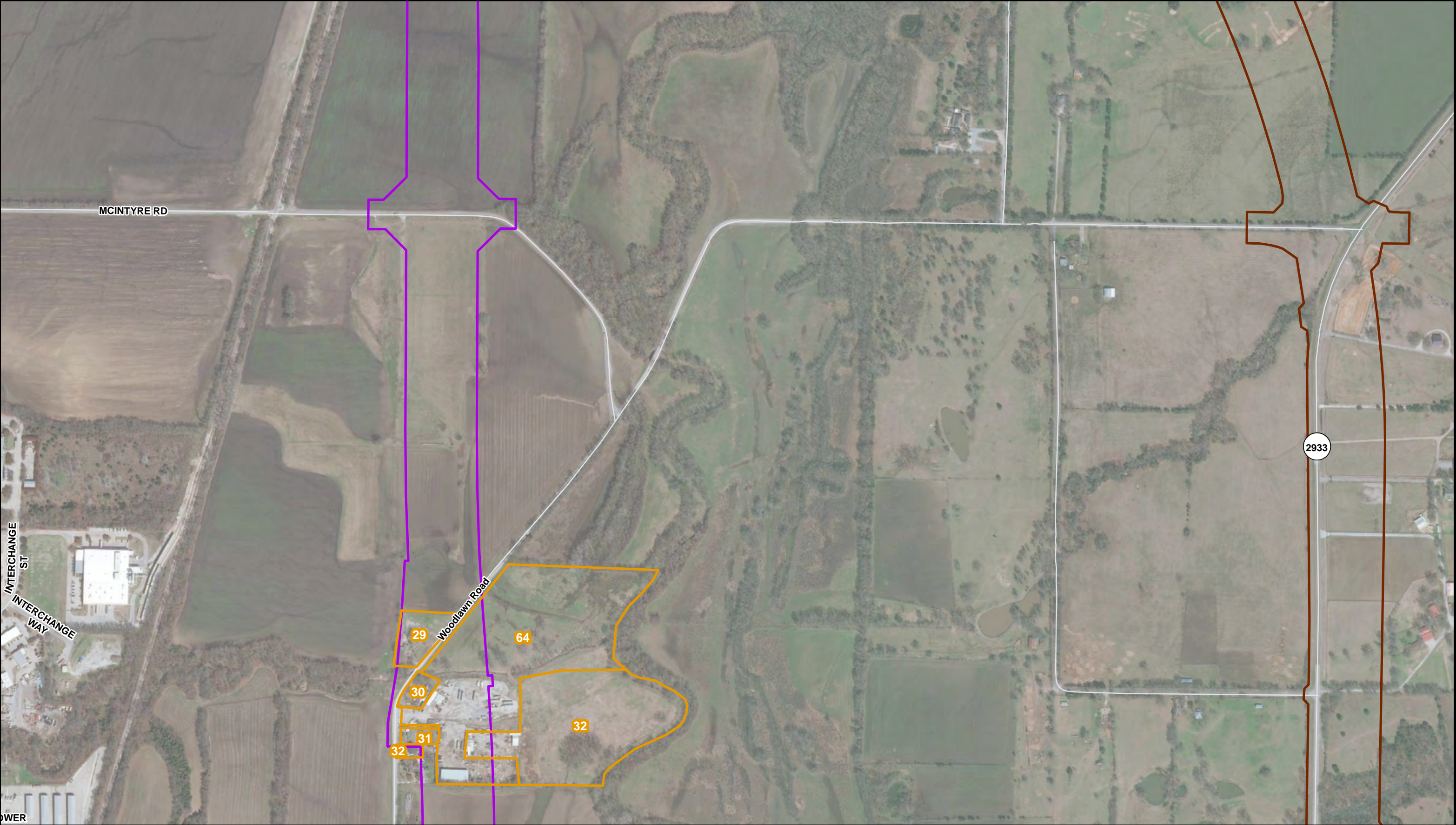


Figure 3-11b Sheet 15 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment C Without Spur
- Segment D Without Spur
- Community Study Area
- Displacements

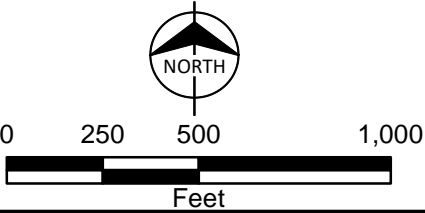
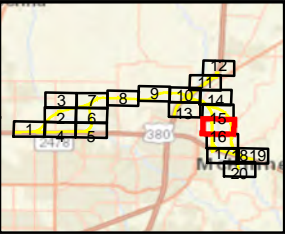


Figure 3-11b Sheet 16 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



- 

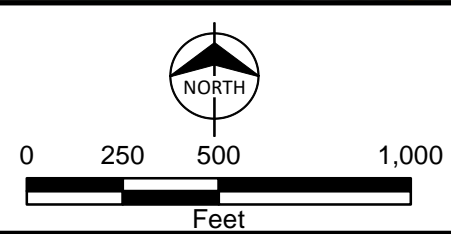
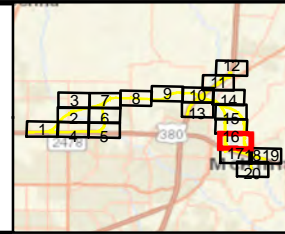
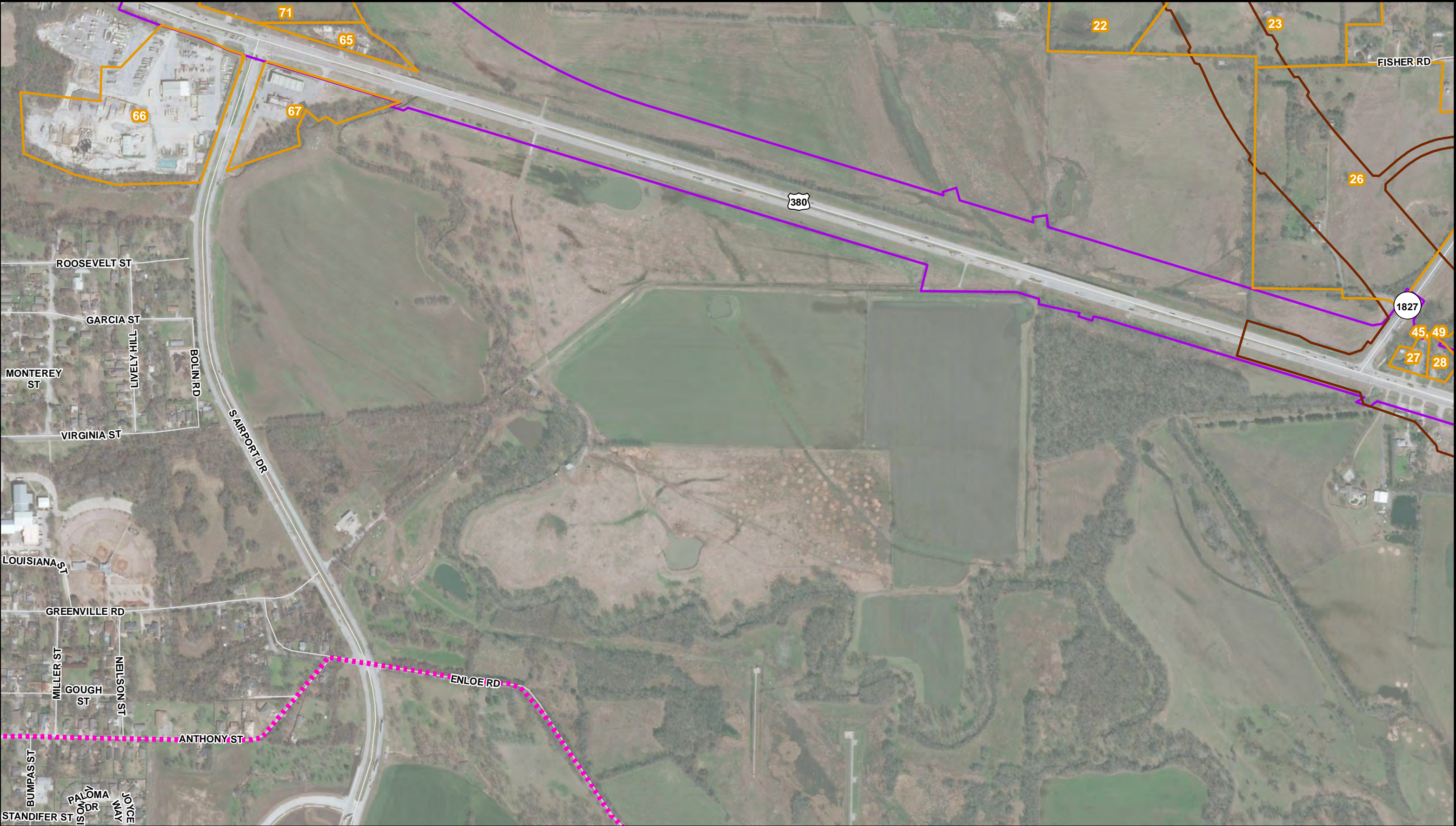






Figure 3-11b Sheet 17 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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-  Segment C Without Spur
-  Segment D Without Spur
-  Community Study Area
-  Displacements

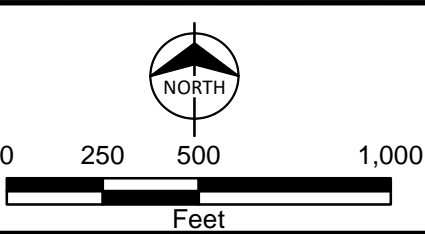
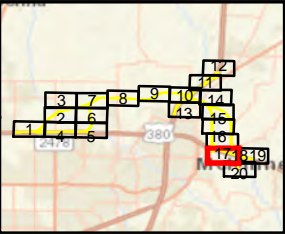


Figure 3-11b Sheet 18 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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- Segment C Without Spur
- Segment D Without Spur
- Community Study Area
- Displacements

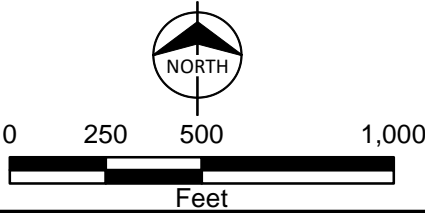
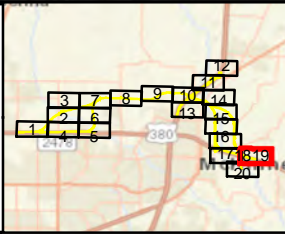



Figure 3-11b Sheet 19 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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 Community Study Area

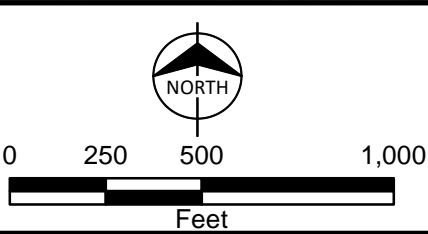
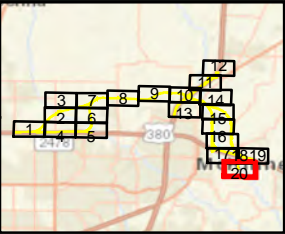


Figure 3-11b Sheet 20 of 20  
Displacements  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



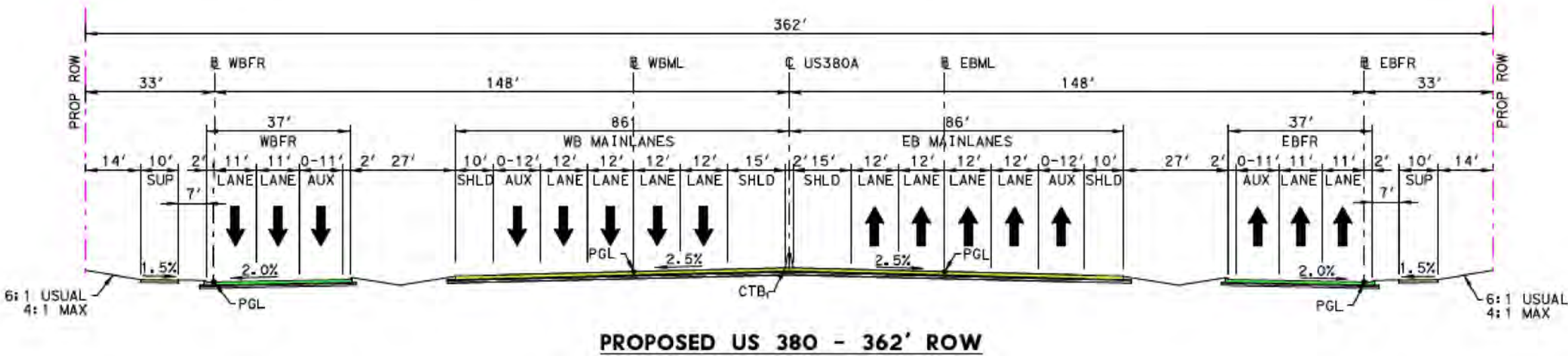


Figure 4-2  
Typical Section  
US 380 Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



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Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

1-Aero Country	41-Park Place
2-Auburn Hills	42-Pecan Ridge
3-Black & Smith	43-Presidents Point
4-Bloomdale Estates	44-Prestwyck
5-Bloomdale Farms	45-Red Bud Estates
6-Bloomridge	46-Ridgecrest
7-Bradford Oaks/Mayfair	47-Robinson Ridge
8-Brentwoods	48-Rockhill at Preston
9-Brookview	49-Sandy Glen
10-Buckner Place	50-Shiloh Lakes
11-Cambridge	51-Shiloh Ranch
12-Chapel Hill	52-Skyway Villa
13-College	53-Stonebridge Estates
14-Creek Hollow	54-Stonebridge Ranch
15-Creekview Estates	55-Stoneleigh Place
16-Custer West (Westridge)	56-Summit View Estates
17-Deer Creek	57-Suncrest Square
18-Erwin Farms	58-Timbercreek
19-Estates at Verona	59-Timberidge
20-Free Methodist	60-Trinity Heights
21-Glenwood Estates	61-Tucker Hill
22-Hardin Village	62-Urbanton
23-Heatherwood	63-Villages of Lake Forest
24-Heritage Bend	64-Virginia Hills
25-High Pointe	65-Virginia Parklands
26-Highridge	66-Virginia Ridge Estates
27-Inwood Hills	67-Virginia Woods
28-Lakes of La Cima	68-Walnut Grove
29-Lakewood	69-Waterside
30-Live Oak Creek	70-Westridge
31-McKinney Heights	71-Whitley Place
32-McKinney Historic Neighborhood Association	72-Willow Ridge
33-McKinney North	73-Willow Wood
34-Meadow Ranch	74-Wilmeth Ridge
35-Millie Muse	75-Wilson Creek Estates
36-North Brook	76-Wiskbrook
37-Northwest	77-Woodberry Estates
38-Northwood Park	78-Wren Creek
39-Oak Creek	79-Wyndfield
40-PRIDE Neighborhoods	80-Wynn Ridge

- Segment A
- Segment B
- Segment C Without Spur
- Segment D Without Spur
- Segment E

- Community Study Area
- Neighborhood Home Owner Associations (May 2020)

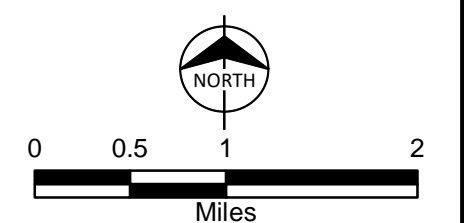


Figure 4-5  
Neighborhoods in the CIA Study Area  
US 380 With and Without Spur 399  
Coit Road to FM 1827  
CSJ: 0135-02-065 & 0135-03-053  
Collin County, TX



**CSJs 0135-02-065, etc., US 380 EIS Community Impacts Assessment**

**Appendix B - Community Facilities**



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
001	Horizon Medical Center Long-Term Acute Care Hospital	Medical	Public	Segments A and B	Yes	Segment A	
002	Medical City ER Stonebridge	Medical	Public	Segments A and B	Yes	Segment A	
003	Tucker Hill Residents' Club	Community Center	Private	Segments A and B	Yes	Segment A	
004	Tucker Hill Neighborhood Park	Park	Private	Segments A and B	Yes	Segment A	
005	Frozen Ropes Baseball and Softball Training Center	Recreation	Private	Segments A and B	Yes	Segment A	Children
006	Scott Cemetery	Cemetery	Public	Segments A and B	Yes	Segment A	
007	Ridgecrest Private Practice Field and Dog Park	Community Center	Private	Segments A and B	Yes	Segment A	
008	Ridgecrest Neighborhood Park and Pool	Community Center	Private	Segments A and B	Yes	Segment A	
009	Prestwyck Subdivision Park	Community Center	Private	Segments A and B	Yes	Segment A	
010	Prestwyck Subdivision Pool and Recreation Area	Community Center	Private	Segments A and B	Yes	Segment A	
011	Lizzie Nell Cundiff McClure Elementary School	Education	Public	Segments A and B	Yes	Segment A	Children
012	Lorene Rogers Middle School	Education	Public	Segments A and B	Yes	Segment A	Children
013	Jim and Betty Hughes Elementary School	Education	Public	Segments A and B	Yes	Segment A	Children
014	The Goddard School of McKinney	Education	Private	Segments A and B	Yes	Segment A	Children
015	Applebee Montessori Academy	Education	Private	Segments A and B	Yes	Segment A	Children
016	The Children's Courtyard	Education	Private	Segments A and B	Yes	Segment A	Children
017	Prosper KinderCare Learning Center	Education	Private	Segments A and B	Yes	Segment A	Children



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
018	Carey Cox Memorial Park	Park	Public	Segments A and B	Yes	Segment A	
019	La Cima Lake and Park	Park	Private	Segments A and B	Yes	Segment A	
020	LifePointe Fellowship Church	Place of Worship	Private	Segments A and B	Yes	Segment A	
021	McKinney Masonic Temple	Place of Worship	Private	Segments A and B	Yes	Segment A	
022	ManeGait Theraputic Horsemanship	Medical	Private	Segments A and B	Yes	Segment B	Children and adults with disabilities
023	Walnut Grove Cemetery	Cemetery	Public	Segments A and B	Yes	Segment B	
024	Founders Classical Academy of Prosper	Education	Public	Segments A and B	Yes	Segment B	Children; Recently constructed Prosper ISD charter school
025	Chinmaya Mission Panchavati	Place of Worship	Private	Segments A and B	Yes	Segment B	Hindi Speakers
026	Collin County Courthouse	Cemetery	Public	Segment E	Yes	Segment E	
027	McLary Cemetery	Community Center	Public	Segment E	Yes	Segment E	
028	Collin County Juvenile Justice Alternative Education Program	Courthouse	Public	Segment E	Yes	Segment E	Youths
029	High Pointe Church of Christ	Jail	Private	Segment E	Yes	Segment E	
030	Bloomridge Neighborhood Amenity Center	Place of Worship	Private	Segment E	Yes	Segment E	
031	Timber Creek Amenity Center	Community Center	Private	Segment E	Yes	Segment E	
032	Naomi Press Elementary School	Education	Public	Segment E	Yes	Segment E	Children
033	John A. Baker Elementary School	Education	Public	Segment E	Yes	Segment E	Children
034	Inspiration Park	Park	Public	Segment E	Yes	Segment E	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
035	Jim Ledbetter Park	Park	Public	Segment E	Yes	Segment E	
036	Erwin Park	Park	Public	Segment E	Yes	Segment E	
037	Woodlawn Cemetery	Cemetery	Public	Segments C and D	Yes	Segment C	
038	Tara Royal Equestrian	Recreation	Private	Segments C and D	Yes	Segment C	
039	Apostolic Church of Jesus Christ (ACJC) McKinney	Place of Worship	Private	Segments C and D	Yes	Segment C	
040	Thượng Hạnh Buddhist Monastery	Place of Worship	Private	Segments C and D	Yes	Segment D	Vietnamese Speakers
041	Aero Country Airport	Airport	Private	Segments A and B	No	-	
042	Horn Cemetery	Cemetery	Public	Segments A and B	No	-	
043	Lakes of La Cima Neighborhood Pool (South)	Community Center	Public	Segments A and B	No	-	
044	Willow Ridge Pool and Recreation Area	Community Center	Public	Segments A and B	No	-	
045	The Reserve at Westridge Neighborhood Amenity Center	Community Center	Private	Segments A and B	No	-	
046	Fairways at Westridge Community Center	Community Center	Private	Segments A and B	No	-	
047	Winsor Meadows at Westridge Neighborhood Pool, Park, Playground	Community Center	Private	Segments A and B	No	-	
048	Shiloh Subdivision Neighborhood Park	Community Center	Private	Segments A and B	No	-	
049	Villages of Lake Forest Neighborhood Park and Pool	Community Center	Private	Segments A and B	No	-	
050	Cambridge HOA Recreation Area	Community Center	Private	Segments A and B	No	-	
051	Highlands at Westridge Neighborhood Pool	Community Center	Private	Segments A and B	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
052	The Prairie House at Prairie View	Community Center	Private	Segments A and B	No	-	
053	Miramonte Amenity Center	Community Center	Private	Segments A and B	No	-	
054	Lakes of La Cima Neighborhood Pool (North)	Community Center	Private	Segments A and B	No	-	
055	Lakewood at Brookhollow Amenity Center	Community Center	Private	Segments A and B	No	-	
056	Whitley Place Neighborhood Pool and Playground	Community Center	Private	Segments A and B	No	-	
057	Willowcreek Amenity Center	Community Center	Private	Segments A and B	No	-	
058	Auburn Hills Neighborhood Pool, Park, and Playground	Community Center	Private	Segments A and B	No	-	
059	Wilmeth Ridge Neighborhood Pool and Park	Community Center	Private	Segments A and B	No	-	
060	R. Steve Folsom Elementary School	Education	Public	Segments A and B	No	-	Children
061	J. B. Wilmeth Elementary School	Education	Public	Segments A and B	No	-	Children
062	Gary and Bobbye Jack Minshew Elementary School	Education	Public	Segments A and B	No	-	Children
063	Cynthia A. Cockrell Elementary School	Education	Public	Segments A and B	No	-	Children
064	Primrose School of Prosper	Education	Private	Segments A and B	No	-	Children
065	Rock Hill High School	Education	Public	Segments A and B	No	-	Children
066	Bill Hays Middle School	Education	Public	Segments A and B	No	-	Children
067	Spradley Elementary School	Education	Public	Segments A and B	No	-	Children
068	Eddins Elementary School	Education	Public	Segments A and B	No	-	Children



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
069	Dean and Mildred Bennett Elementary School	Education	Public	Segments A and B	No	-	Children
070	Montessori School of Excellence	Education	Private	Segments A and B	No	-	Children
071	Scott Elementary School	Education	Public	Segments A and B	No	-	Children
072	Kids R Kids Learning Academy of West McKinney	Education	Private	Segments A and B	No	-	Children
073	Furr Elementary School	Education	Public	Segments A and B	No	-	Children
074	The Goddard School of Prosper	Education	Private	Segments A and B	No	-	Children
075	The PREP School of McKinney	Education	Private	Segments A and B	No	-	Children
076	Kiddie Academy of Stonebridge McKinney	Education	Private	Segments A and B	No	-	Children
077	Little Angels Catholic Preschool	Education	Private	Segments A and B	No	-	Children
078	Ivy Kids Early Learning Center	Education	Private	Segments A and B	No	-	Children
079	Reeves Elementary School	Education	Public	Segments A and B	No	-	Children
080	McKinney Fire Station #5	Fire Station	Public	Segments A and B	No	-	
081	Prosper Central Fire Station	Fire Station	Public	Segments A and B	No	-	
082	McKinney Fire Station #7	Fire Station	Public	Segments A and B	No	-	
083	Baylor Scott and White Medical Center	Medical	Public	Segments A and B	No	-	
084	Aviator Park	Park	Public	Segments A and B	No	-	
085	Horizon Park	Park	Public	Segments A and B	No	-	
086	A. Hardy. Eubanks Jr. Park	Park	Public	Segments A and B	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
087	Falcon Creek Park	Park	Public	Segments A and B	No	-	
088	Pecan Grove Park	Park	Public	Segments A and B	No	-	
089	Tucker Park	Park	Public	Segments A and B	No	-	
090	Avondale Neighborhood Park	Park	Public	Segments A and B	No	-	
091	George Webb Park	Park	Public	Segments A and B	No	-	
092	Westridge Community Park	Park	Private	Segments A and B	No	-	
093	Miramonte Park	Park	Private	Segments A and B	No	-	
094	Folsom Park	Park	Public	Segments A and B	No	-	
095	Cockrell Park	Park	Public	Segments A and B	No	-	
096	Whitley Place Park	Park	Private	Segments A and B	No	-	
097	Rock Hill Church of Christ	Place of Worship	Private	Segments A and B	No	-	
098	The Parkway Church	Place of Worship	Private	Segments A and B	No	-	
099	Genesis Church	Place of Worship	Private	Segments A and B	No	-	
100	Saint Gabriel the Archangel Church	Place of Worship	Private	Segments A and B	No	-	
101	Stonebridge United Methodist Church	Place of Worship	Private	Segments A and B	No	-	
102	St. Paul's Episcopal Church	Place of Worship	Private	Segments A and B	No	-	
103	United States Postal Service (Virginia Pkwy)	Post Office	Public	Segments A and B	No	-	
104	Westridge Golf Course	Recreation	Public	Segments A and B	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
105	Lakewood Preserve	Recreation	Private	Segments A and B	No	-	
106	Lakewood Preserve Kids Play Area	Recreation	Private	Segments A and B	No	-	Children
107	Brookdale Stonebridge Ranch	Senior Care	Private	Segments A and B	No	-	Senior Citizens
108	Pioneer Ridge Senior Living	Senior Care	Private	Segments A and B	No	-	Senior Citizens
109	The Ivy Vine Preschool	Education	Private	Segments A and B	No	-	Children
110	Robinson Ridge Neighborhood Pool	Community Center	Private	Segment E	No	-	
111	St. James Christian Methodist Episcopal (CME) Church	Place of Worship	Private	Segment E	No	-	
112	Bradley Cemetery	Cemetery	Public	Segment E	No	-	
113	Horn Hill Cemetery	Cemetery	Public	Segment E	No	-	
114	Buckner/Obrien Cemetery	Cemetery	Public	Segment E	No	-	
115	McKinney City Hall	City Hall	Public	Segment E	No	-	
116	Juanita Maxfield Aquatic Center	Recreation	Public	Segment E	No	-	
117	RCCG-Ekklessia House	Place of Worship	Public	Segment E	No	-	
118	Inkwood Hills Private Pool and Park	Park	Private	Segment E	No	-	
119	Erwin Farms Neighborhood Amenity Center	Community Center	Private	Segment E	No	-	
120	Basecamp at B.B. Owen Park at Trinity Falls Subdivision (Amenity Center)	Community Center	Private	Segment E	No	-	
121	Hope Fellowship Church McKinney	Place of Worship	Private	Segment E	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
122	Community Lifeline Center	Community Center	Public	Segment E	No	-	
123	McKinney Municipal Court	City Court	Public	Segment E	No	-	
124	McKinney High School	Education	Public	Segment E	No	-	Children
125	McKinney North High School	Education	Public	Segment E	No	-	Children
126	Scott Johnson Middle School	Education	Public	Segment E	No	-	Children
127	Jose De Jesus and Maria Luisa Vega Elementary School	Education	Public	Segment E	No	-	Children
128	Collin College Central Park Campus	Education	Public	Segment E	No	-	
129	Dr Jack Cockrill Middle School	Education	Public	Segment E	No	-	Children
130	Faubion Middle School	Education	Public	Segment E	No	-	Children
131	McKinney Christian Academy	Education	Private	Segment E	No	-	Children
132	McKinney Boyd High School	Education	Public	Segment E	No	-	Children
133	Burks Elementary School	Education	Public	Segment E	No	-	Children
134	Imagine International Academy of North Texas	Education	Public	Segment E	No	-	Children
135	Herman Lawson Early Childhood School	Education	Public	Segment E	No	-	Children
136	Our Savior Lutheran Church and Preschool	Place of Worship; Education	Public	Segment E	No	-	Children
137	Caldwell Elementary School	Education	Public	Segment E	No	-	Children
138	Finch Elementary School	Education	Public	Segment E	No	-	Children
139	Slaughter Elementary School	Education	Public	Segment E	No	-	Children



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
140	Cornerstone Christian Academy	Education	Private	Segment E	No	-	Children
141	McKinney Montessori Academy	Education	Private	Segment E	No	-	Children
142	Spanish Schoolhouse Preschool	Education	Public	Segment E	No	-	Children; Spanish Immersion Program
143	Little Gems Montessori	Education	Private	Segment E	No	-	Children
144	Heritage Learning Center	Education	Private	Segment E	No	-	Children
145	Future McKinney ISD Elementary School	Education	Public	Segment E	No	-	Children
146	Serenity High School	Education	Public	Segment E	No	-	Children
147	McKinney Fire Station #2	Fire Station	Public	Segment E	No	-	
148	McKinney Wysong Central Fire Station	Fire Station	Public	Segment E	No	-	
149	McKinney Fire Station #9	Fire Station	Public	Segment E	No	-	
150	Collin College McKinney Campus (Central Park) Library	Library	Public	Segment E	No	-	
151	Roy and Helen Hall Memorial Library	Library	Public	Segment E	No	-	
152	Medical City McKinney - Wysong Campus	Medical	Public	Segment E	No	-	
153	Dr Charles B McKissick Park	Park	Public	Segment E	No	-	
154	Bible Baptist Church	Place of Worship	Private	Segment E	No	-	
155	Bonnie Wenk Park	Park	Public	Segment E	No	-	
156	Boys and Girls Club of Collin County - McKinney	Recreation	Public	Segment E	No	-	At Risk Youths



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
157	Central Park	Park	Public	Segment E	No	-	
158	Chestnut Community Church	Place of Worship	Private	Segment E	No	-	
159	Church of God	Place of Worship	Private	Segment E	No	-	
160	Collin County Church of Christ	Place of Worship	Private	Segment E	No	-	
161	Collin County Sheriff's Office	Sheriff Office	Public	Segment E	No	-	
162	Community North Baptist Church	Place of Worship	Private	Segment E	No	-	
163	Covenant Church - McKinney Campus	Place of Worship	Private	Segment E	No	-	
164	Creekview Estates Neighborhood Park	Park	Private	Segment E	No	-	
165	Cross Road Christian Church	Place of Worship	Private	Segment E	No	-	
166	Dr. Glenn Mitchell Memorial Park	Park	Public	Segment E	No	-	
167	Faith Bible Church	Place of Worship	Private	Segment E	No	-	
168	Fearless House	Place of Worship	Private	Segment E	No	-	
169	Finch Park	Park	Public	Segment E	No	-	
170	First McKinney Baptist Church	Place of Worship	Private	Segment E	No	-	
171	First Christian Church of McKinney and Crossing Point Christian School	Place of Worship; Education	Private	Segment E	No	-	Children
172	First Presbyterian Church	Place of Worship	Private	Segment E	No	-	
173	First United Methodist Church	Place of Worship	Private	Segment E	No	-	
174	Full Gospel Holy Temple Church - McKinney	Place of Worship	Private	Segment E	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
175	Gospel Saving Church	Place of Worship	Private	Segment E	No	-	
176	Grace Fellowship Church of McKinney	Place of Worship	Private	Segment E	No	-	
177	GracePoint Fellowship	Place of Worship	Private	Segment E	No	-	
178	Hillcrest Christian Church	Place of Worship	Private	Segment E	No	-	
179	Hunter's Ridge Neighborhood Pool	Park	Private	Segment E	No	-	
180	Hunter's Ridge Park	Park	Private	Segment E	No	-	
181	Iglesia Poder de Dios	Place of Worship	Private	Segment E	No	-	Spanish Speakers
182	Iglesia Adventista del Septimo Dia de McKinney	Place of Worship	Private	Segment E	No	-	Spanish Speakers
183	Iglesia Cristiana Vision de Dios	Place of Worship	Private	Segment E	No	-	Spanish Speakers
184	Kingdom Hall of Jehovahs Witness	Place of Worship	Private	Segment E	No	-	
185	Liberty Missionary Baptist Church	Place of Worship	Private	Segment E	No	-	
186	Life Church McKinney	Place of Worship	Private	Segment E	No	-	
187	Live Oak Creek Neighborhood Park	Park	Public	Segment E	No	-	
188	Mary Will Craig Park	Park	Public	Segment E	No	-	
189	McKinney Bible Church	Place of Worship	Private	Segment E	No	-	
190	McKinney Central Church of Christ	Place of Worship	Private	Segment E	No	-	
191	McKinney First Baptist Church (Erwin Ave)	Place of Worship	Private	Segment E	No	-	
192	United States Postal Service (N US 75)	Post Office	Public	Segment E	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
193	McKinney Police Department	Police Department	Public	Segment E	No	-	
194	Meleah A House of Prayer for All Nations	Place of Worship	Private	Segment E	No	-	
195	Milestone Church - McKinney Campus	Place of Worship	Private	Segment E	No	-	
196	Murphy Park	Park	Public	Segment E	No	-	
197	North Park	Park	Public	Segment E	No	-	
198	Northwest Christian Church	Place of Worship	Private	Segment E	No	-	
199	One Cause Church	Place of Worship	Private	Segment E	No	-	
200	Owens Chapel Church of God in Christ (COGIC)	Place of Worship	Private	Segment E	No	-	
201	Park Manor of McKinney	Senior Care	Private	Segment E	No	-	Senior Citizens
202	Preston Trail Community Church	Place of Worship	Private	Segment E	No	-	
203	Proscenium Park	Park	Public	Segment E	No	-	
204	Revolution Church	Place of Worship	Private	Segment E	No	-	
205	Ron Poe Stadium	Recreation	Public	Segment E	No	-	
206	The Salvation Army of North Texas - McKinney	Place of Worship	Private	Segment E	No	-	
207	St Michael the Archangel Catholic Church	Place of Worship	Private	Segment E	No	-	
208	St Nicholas Russian Orthodox Church	Place of Worship	Private	Segment E	No	-	
209	St. Peter's Episcopal Church	Place of Worship	Private	Segment E	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
210	Stepping Stones Church	Place of Worship	Private	Segment E	No	-	
211	The Church of Jesus Christ Of Latter Day Saints (Lake Forest Dr)	Place of Worship	Private	Segment E	No	-	
212	The Church of Jesus Christ Of Latter Day Saints (Hardin Blvd)	Place of Worship	Private	Segment E	No	-	
213	Town Creek Apartments - Senior Living	Senior Care	Private	Segment E	No	-	Senior Citizens
214	Victory Church of McKinney	Place of Worship	Private	Segment E	No	-	
215	Waddill Street Baptist Church	Place of Worship	Private	Segment E	No	-	
216	Orenduff Cemetery	Cemetery	Public	Segments C and D	No	-	
217	Old Settler's Recreation Center and Park and Ballpark	Community Center	Public	Segments C and D	No	-	
218	Community Garden Kitchen of Collin County	Community Center	Public	Segments C and D	No	-	Low-income
219	The Olive Branch - McKinney Little Free Pantry	Community Center	Public	Segments C and D	No	-	Low-income
220	Willow Wood Amenity Center	Community Center	Private	Segments C and D	No	-	
221	Webb Elementary School	Education	Public	Segments C and D	No	-	Children
222	Holy Family School	Education	Public	Segments C and D	No	-	Children
223	Wattley Park	Park	Public	Segments C and D	No	-	
224	Pat Fowler Park	Park	Public	Segments C and D	No	-	
225	New Jerusalem Baptist Church	Place of Worship	Private	Segments C and D	No	-	
226	Lively Hill Church of God in Christ	Place of Worship	Private	Segments C and D	No	-	



#	Name of Facility	Type of Facility	Public or Private	Segment Focus Area	Adjacent to the Project?	Adjacent Segment	Specific Population(s) Served and Additional Notes
227	First Church of God in Christ	Place of Worship	Private	Segments C and D	No	-	
228	Bethlehem Christian Church	Place of Worship	Private	Segments C and D	No	-	
229	Unique Deliverance Tabernacle Church of God in Christ (COGIC)	Place of Worship	Private	Segments C and D	No	-	
230	Greater Hope Holiness Church	Place of Worship	Private	Segments C and D	No	-	
231	First Spanish Assembly of God/ Centra Cristiana Vida Abundante A.G.	Place of Worship	Private	Segments C and D	No	-	Spanish Speakers
232	Holy Family Church	Place of Worship/Education	Private	Segments C and D	No	-	
233	McKinney Fellowship Al-Anon Family Group	Place of Worship	Private	Segments C and D	No	-	
234	Texas Department of Public Safety (McKinney)	Public Safety	Public	Segments C and D	No	-	
235	Golden Grace Day Activity and Health Service Center	Senior Care	Private	Segments C and D	No	-	Senior Citizens
236	New Hope Town Hall	Town Hall	Public	Segments C and D	No	-	
237	Throckmorton Street Church of Christ	Place of Worship	Private	Segments C and D	No	-	
238	East Fork Baptist Church	Place of Worship	Private	Segments C and D	No	-	



**CSJs 0135-02-065, etc., US 380 EIS Community Impacts Assessment**  
**Appendix C - Photographs**





**Photograph 1:** Long-Term Acute Care Hospital, view south.



**Photograph 2:** Long-Term Acute Care Hospital, view northwest.





Photograph 3: Medical City ER Stonebridge, view south.



Photograph 4: Medical City ER Stonebridge, view north.





**Photograph 5:** Tucker Hill Resident's Club, view north.



**Photograph 6:** Tucker Hill Resident's Club, view south.





**Photograph 7:** Tucker Hill Neighborhood Park & Playground, view east.



**Photograph 8:** Tucker Hill Neighborhood Park & Playground, view southeast.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 9:** Frozen Ropes Baseball & Softball Training Center, view southwest.

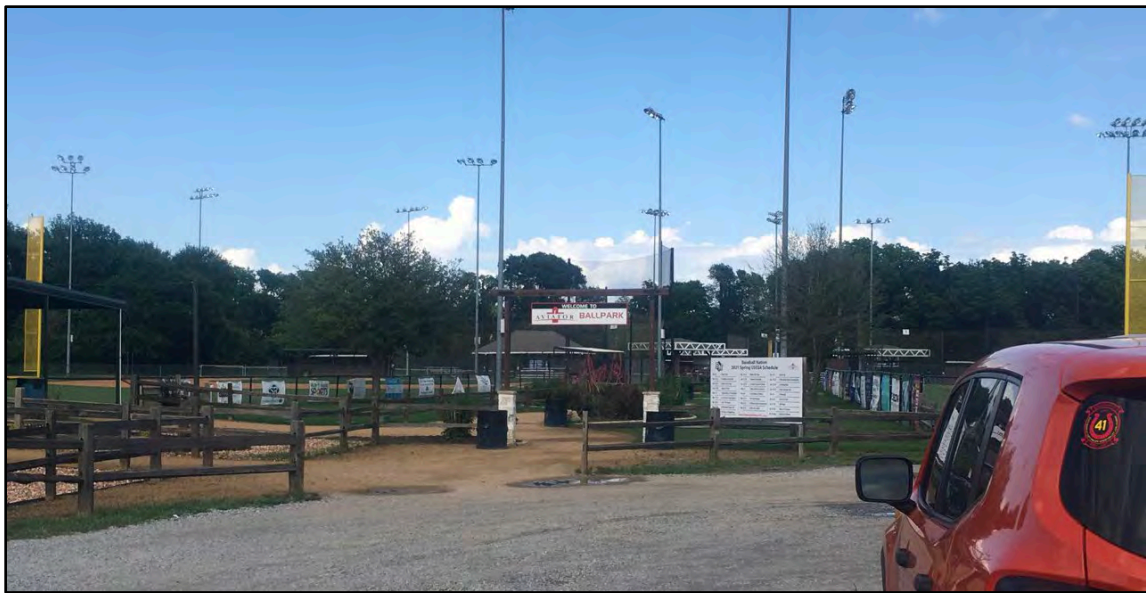


**Photograph 10:** Frozen Ropes Baseball & Softball Training Center, view southeast.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 11:** Frozen Ropes Baseball & Softball Training Center, view east.



**Photograph 12:** Frozen Ropes Baseball & Softball Training Center, view southeast.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 13:** Frozen Ropes Baseball & Softball Training Center, view northeast.



**Photograph 14:** Frozen Ropes Baseball & Softball Training Center, view east.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





Photograph 15: Scott Cemetery, view east.



Photograph 16: Scott Cemetery, view north northeast.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 17:** Scott, view north northeast.



**Photograph 18:** Ridgecrest Private Practice Field and Dog Park, view north.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 19:** Ridgecrest Private Practice Field and Dog Park, view north.



**Photograph 20:** Ridgecrest Private Practice Field and Dog Park, view west.





**Photograph 21:** Ridgecrest Neighborhood Park and Pool, view south southeast.



**Photograph 22:** Prestwyck Subdivision Park, view south.





**Photograph 23:** Prestwyck Subdivision Pool and Recreation Area, view west.



**Photograph 24:** Prestwyck Subdivision Pool and Recreation Area, view north northeast.





**Photograph 25:** Lizzie Nell Cundiff McClure Elementary School, view north.



**Photograph 26:** Lorene Rogers Middle School, view east.





**Photograph 27:** Jim and Betty Hughes Elementary School, view north northwest.



**Photograph 28:** The Goddard School of McKinney, view west southwest.





**Photograph 29:** Thượng Hạnh Buddhist Monastery, view south.



**Photograph 30:** Collin County Courthouse, view west northwest.





**Photograph 31:** Applebee Montessori Academy, view north.



**Photograph 32:** The Children's Courtyard, view west.





**Photograph 33:** Prosper KinderCare Learning Center, view north.



**Photograph 34:** Carey Cox Memorial Park, view south southeast.

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US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 35:** Carey Cox Memorial Park, view south southeast.



**Photograph 36:** Carey Cox Memorial Park, view south southeast.





**Photograph 37:** La Cima Lake and Park view north northwest.



**Photograph 38:** La Cima Lake and Park, view west.





**Photograph 39:** La Cima Lake and Park, view north northwest.



**Photograph 40:** LifePointe Fellowship Church, view east.





**Photograph 41:** LifePointe Fellowship Church, view east southeast.



**Photograph 42:** LifePointe Fellowship Church, view north.





**Photograph 43:** Bloomridge Neighborhood Amenity Center, view south.



**Photograph 44:** Bloomridge Neighborhood Amenity Center, view south.





**Photograph 45:** ManeGait Therapeutic Horsemanship, view west.



**Photograph 46:** ManeGait Therapeutic Horsemanship, view north.

**CSJs 0135-02-065, etc.  
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TxDOT, Dallas District**

**Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas**





**Photograph 47:** ManeGait Therapeutic Horsemanship, view northwest.



**Photograph 48:** ManeGait Therapeutic Horsemanship, view north.

CSJs 0135-02-065, etc.  
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TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 49:** ManeGait Therapeutic Horsemanship, view north.



**Photograph 50:** Bloomridge Neighborhood Amenity Center, view southeast.





**Photograph 51:** Walnut Grove Cemetery, view north.



**Photograph 52:** Walnut Grove Cemetery, view northwest.





**Photograph 53:** Founders Classical Academy of Prosper, view east.



**Photograph 54:** Collin County Courthouse, view north.





**Photograph 55:** Collin County Courthouse, view southeast.

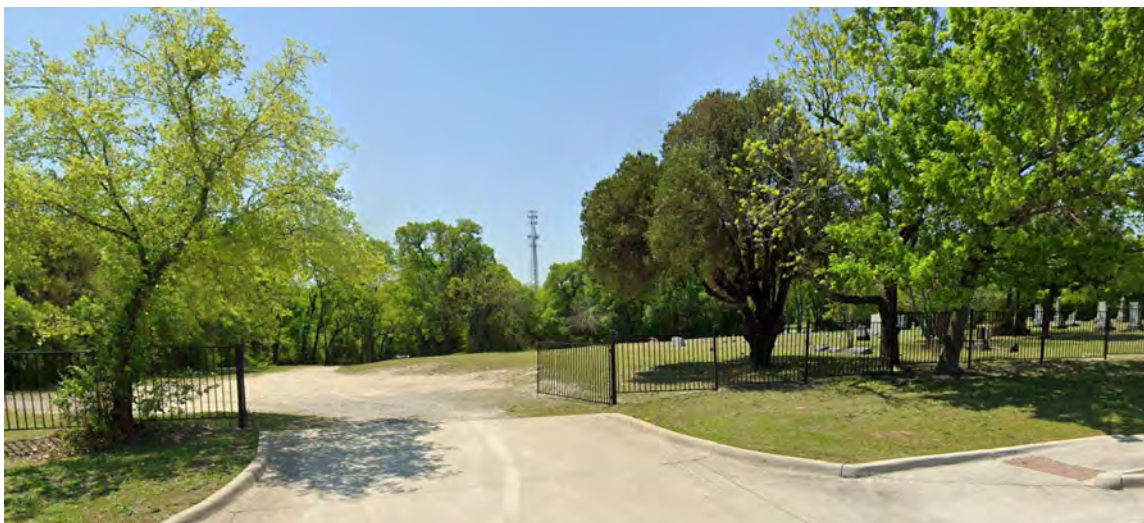


**Photograph 56:** McLarry Cemetery, view southeast.





**Photograph 57:** McLarry Cemetery, view north.



**Photograph 58:** McLarry Cemetery, view southwest.





**Photograph 59:** Collin County Juvenile Justice Alternative Education Program, view northeast.



**Photograph 60:** High Pointe Church of Christ, view southwest.





**Photograph 61:** High Pointe Church of Christ, view southwest.



**Photograph 62:** Bloomridge Neighborhood Amenity Center, view southeast.





**Photograph 63:** Timber Creek Amenity Center, view north.



**Photograph 64:** Naomi Press Elementary School, view north northeast.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
McKinney, Collin County, Texas





**Photograph 65:** Naomi Press Elementary School, view north.



**Photograph 66:** John A. Baker Elementary School, view southwest.





**Photograph 67:** Inspiration Park, view north northeast.



**Photograph 68:** Inspiration Park, view east.





**Photograph 69:** Bloomridge Neighborhood Amenity Center, view north.



**Photograph 70:** Jim Ledbetter Park, view north.





**Photograph 71:** Jim Ledbetter Park, view southwest.



**Photograph 72:** Jim Ledbetter Park, view west.





**Photograph 73:** Erwin Park, view north.



**Photograph 74:** Erwin Park, view south.

CSJs 0135-02-065, etc.  
US 380 EIS – Coit Rd. to FM 1827  
TxDOT, Dallas District

Community Impact Assessment  
Adjacent Community Facilities Photographs  
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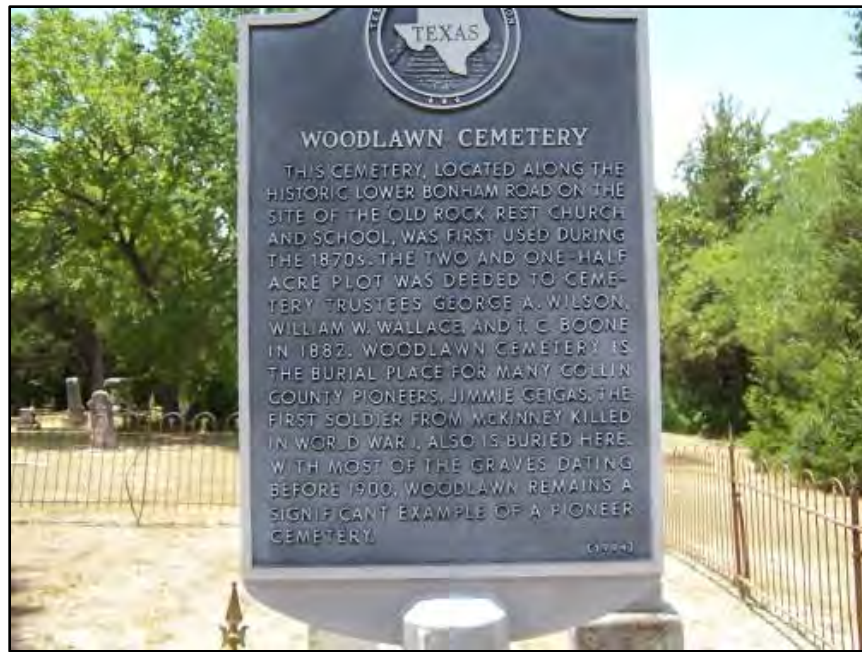


Photograph 75: Erwin Park, view northeast.



Photograph 76: Erwin Park, view north northwest.





**Photograph 77:** Woodlawn Cemetery, view unknown.



**Photograph 78:** Tara Royal Equestrian, view north.





**Photograph 79:** Tara Royal Equestrian, view northwest.



**Photograph 80:** Thượng Hạnh Buddhist Monastery, view northwest.





**Photograph 81:** Thượng Hạnh Buddhist Monastery, view northwest.



**Photograph 82:** Thượng Hạnh Buddhist Monastery, view northwest.





**Photograph 83:** Thượng Hạnh Buddhist Monastery, view north.



**Photograph 84:** Thượng Hạnh Buddhist Monastery, view north.





**Photograph 85:** Thượng Hạnh Buddhist Monastery, view north.





# White Paper: Therapeutic Horsemanship Facilities - Overview and Issues for Consideration

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## US 380 McKinney

CSJs 0135-02-065, 0135-03-053, 0135-15-002

November 2022

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



## Table of Contents

1.0	Introduction and Purpose.....	1
2.0	Research Approach.....	1
2.1.	Interview Questions .....	4
2.2.	Professional Association of Therapeutic Horsemanship International .....	5
3.0	Results – Facility Comparison.....	6
3.1.	Baseline Facility – ManeGait Therapeutic Horsemanship.....	6
3.2.	Pinnacle Therapeutic Riding Center, Inc.....	8
3.3.	Texas Therapeutic Riding Center.....	9
3.4.	EQUEST Therapeutic Horsemanship .....	10
3.5.	Stable Strides Farm, Inc.....	11
3.6.	Born 2 Be Therapeutic Equestrian Center .....	12
3.7.	Dream Catcher Stables .....	15
3.8.	Sire Therapeutic Horsemanship .....	18
3.9.	Saddle Light Center .....	19
3.10.	Right Step, Inc.....	21
3.11.	J.F. Shea Therapeutic Riding Center .....	22
3.12.	Dream Catcher of Los Angeles Therapeutic Riding.....	25
4.0	Sound Level Measurements .....	26
5.0	Conclusions .....	29
6.0	Facility Interview and Site Visit History .....	31

### Attachment A – ManeGait Information and Study Comments

### Attachment B – Other Facility Correspondence



## 1.0 Introduction and Purpose

During the US 380 Feasibility Study, ManeGait Therapeutic Horsemanship (ManeGait) was identified by several commenters from the Collin County community as a resource that should be avoided by any routes considered for the improvement of US 380. Because ManeGait serves protected populations and is supported in its activities by a large community volunteer network, during the Feasibility Study, the TxDOT Dallas District eliminated alignments that would have directly displaced the ManeGait property. Throughout the Feasibility Study and now during the current US 380 McKinney EIS process, the TxDOT Dallas District continues to consider strategies to avoid the property and, if that is not possible, to avoid or minimize effects, where feasible, from the proposed action considered in the US 380 McKinney EIS.

The purposes of this white paper are to (1) identify if there are any operational standards that ManeGait or a similar facility must uphold that would be negatively affected by the introduction of noise, vibration, lighting, activity, distractions, etc. from transportation facilities or outside development that could cause them to forfeit their professional/industry accreditation; (2) identify how other similar therapeutic horsemanship facilities have addressed those issues if they have occurred; and (3) identify other similarities and differences between ManeGait and other typical therapeutic horsemanship facilities operating in Texas.

## 2.0 Research Approach

The study team approached this research through the following steps:

- 1) Visited the Professional Association of Therapeutic Horsemanship International (PATH) website and queried the list of therapeutic horsemanship facilities to obtain a list of facilities operating in Texas.
- 2) Reviewed the list of Texas facilities to narrow it to those closest to the US 380 project area and ManeGait (baseline facility) – initially identified as Pinnacle Therapeutic Horsemanship in Melissa (12 miles away), Stable Strides Farm in Flower Mound (35 miles away), and EQUEST in Dallas (46 miles away).
- 3) After reviewing the location of those three facilities and their proximity to large transportation corridors or proximity to densely developed areas, the study team cast a wider net, looking for additional Texas facilities that more closely matched those characteristics, expanding the facility list to 10 including locations in Houston, San Antonio, and El Paso.
- 4) After conducting additional online screenings and making multiple attempts by telephone to contact the facilities, the list was reduced to the eight facilities indicated in Figure 2-1 in addition to ManeGait.
- 5) Contacted PATH to learn more about the facility accreditation process. Following our discussion with the PATH CEO, a ninth facility in Colorado was contacted that the PATH CEO felt also met our site parameters and that may provide additional insight.

In preparing for the phone interviews with facilities, a list of general questions was developed to guide the discussion, but liberties were taken to obtain as much information as the facility representative would share regarding their operations and issues associated with outside distractions (e.g., noise, traffic, lighting, activities, construction, etc.). Some facilities were very open and invited us to visit once COVID protocols would allow, while others referred us to their websites to obtain information.



Because ManeGait is the “control” or baseline facility and development of this white paper is primarily in response to feedback they have provided during the Feasibility Study and US 380 McKinney EIS process to date, they were not interviewed or visited to develop this white paper. The content herein and other supplemental information describing ManeGait was obtained from online sources and outreach pieces distributed by ManeGait during the Feasibility Study and US 380 McKinney EIS.

*Figure 2-1: Texas Therapeutic Horsemanship Facilities Selected for Outreach*

Facility Name and Location		PATH Int'l. Status	Facility Components	Proximity to Major Transportation Facilities	Surrounding Development Types
1	ManeGait Therapeutic Horsemanship 3160 N Custer Road, McKinney TX	Premier Accredited Center	Outdoor open & covered arenas	Adjacent to Custer Rd. (2-lane under construction to 6-lanes)	Rural/suburban residential and undeveloped/ agricultural; school under construction to the west
2	Pinnacle Therapeutic Riding Center, Inc. 1630 Sam Rayburn Hwy, Melissa TX	Center	Outdoor open & covered arenas	Adjacent to Sam Rayburn Tollway (Hwy121)/ SH 5 corridor	Rural/suburban residential and undeveloped/ agricultural
3	Texas Therapeutic Riding Center 1765 Southview Dr., Wylie TX	Center	Outdoor open & covered arenas	Adjacent to 2-lane residential streets (Southview Dr.); 3,000' from a 4-lane divided highway	Undeveloped/ agricultural, 700 feet from residential
4	EQUEST Therapeutic Horsemanship 811 Pemberton Hill Rd., Dallas TX	Premier Accredited Center	Outdoor open & covered arenas, indoor therapy space	Adjacent to rural residential/2-lane streets; CF Hawn FWY/US 175–6-lane freeway 0.45 mi NE	Undeveloped/ wooded to the west, commercial and residential development to the east
5	Stable Strides Farm, Inc. 4400 Withers Avenue, Flower Mound TX	Center	Outdoor open & covered arenas	Adjacent to residential streets, Cross Timbers Rd /FM 1171 and Bridlewood Blvd – both 4-lane divided highways; 1,260' SW and 1900', W, respectively	Residential and commercial uses
6	Born 2 Be Therapeutic Equestrian Center 12650 I-35 Frontage Rd., Valley View TX	Premier Accredited Center	Outdoor open & covered arenas	Adjacent to IH 35 SB frontage road, proposed for widening (CSJs 0194-01-010 etc. Cooke Co. TX and Love Co. OK) Moved to a location away from IH 35 in early 2022.	Rural, undeveloped, agricultural uses
7	Dream Catcher Stables 20907 Birnamwood Boulevard, Humble TX (Houston)	Center	Outdoor open arena	0.4 mile from FM 1960 (6-lane); 0.3 mile from George Bush International Airport, offset from end of RWY 8L	Undeveloped, on airport property (lease), overflights by arriving/departing aircraft
8	SIRE Therapeutic Horsemanship 4610 Sloangate Drive, Spring TX (Houston)	Premier Accredited Center	Outdoor open & covered arenas	3.4 miles from I-45, 2.4 miles from the Hardy Toll Rd., and adjacent to the UPRR Lloyd Yard	Residential and undeveloped / open space
9	Saddle Light Center 17530 Old Evans Road, Selma TX (San Antonio)	Premier Accredited Center	Outdoor covered arena, open paddocks (shared)	1.2 miles from I-35, 2.1 miles from FM 1604, adjacent to UPRR rail line	Industrial and commercial development associated with Retama Equine Center, Retama Park (racetrack), storage facility, church, recreation field



In early 2022, the search area was extended outside of Texas to identify additional PATH-accredited therapeutic horsemanship facilities in close proximity to multi-lane transportation corridors that may also provide a greater variety of services (e.g., sensory trails) or have affiliations with specialty research programs. The following additional facilities were identified.

*Figure 2-2: Other Potentially Comparable Therapeutic Horsemanship Facilities*

Facility Name and Location		PATH Int'l. Status	Facility Components	Proximity to Major Transportation Facilities	Surrounding Development Types
10	The Right Step, Inc. 5200 W. Coal Mine Avenue Littleton CO	Premier Accredited Center	Outdoor open & covered arenas	At the time of the interview, the facility had moved to a new location away from a major regional highway and Class I railroad line.	Suburban residential, share facilities with Denver Equestrian Riding School.
11	J.F. Shea Therapeutic Riding Center 26284 Oso Road San Juan Capistrano CA	Premier Accredited Center	Outdoor open & covered arenas, trails, education/therapy building	Approx. 360 feet from joint MetroLink (passenger rail) and BNSF rail corridor; 3 approx.. 1,870 feet from I-5 (multi-lane interstate, 210,000 vpd)	Open space at rear Residential, park (Rio Oso Park), public school, other equestrian activity centers.
12	Dream Catcher of Los Angeles Therapeutic Riding 1003 W Carson St. Long Beach CA	Center	Outdoor arenas	570 feet east of I-710, 500 feet from I-405 (in NE quadrant of I-710/I-405 cloverleaf interchange) Share facilities w/Rancho Rio Verde Riding Club	Urban development, Los Angeles River (canal).
The following facilities were reviewed via desktop analysis only, no interviews or site visits were conducted. Descriptions are not included in the white paper.					
	Equine Assisted Therapies of South Florida Tradewinds Park North 3601 W. Sample Road Coconut Creek FL	Premier Accredited Center	2 outdoor arenas, pastures	1,000 feet west of Florida Turnpike (6-lanes), 1,342 feet south of Wiles Road (4-lane urban arterial)	Wooded (Tradewinds Park & Stables) residential/light industrial on periphery.
	InStride Horses + People = Partnership Nokomis FL DBA Easterseals SW Florida	Center	3 outdoor arenas (1 covered), trails 62 acres	700 feet from I-75 (6-lanes), 515 feet from Honore Ave. (2-lane, 1 each direction, w/shred use paths)	Residential and golf course
	Hearts Therapeutic Equestrian Center 4420 Calle Real Santa Barbara CA	Center	3 outdoor arenas, 1 covered, perimeter trails (hillside)	960 feet from Calle Real (2-lane) and US-101/CA-1 (6-lane); double track rail on opposite side of US-101	Residential, Santa Barbara County Facilities.
	Stoneybrook Foundation Therapeutic Riding Center 260 Mountain Trail Lane Acme PA	Premier Accredited Center	Covered arena	Approx. 900 feet from I-76 (5-lane interstate)	Wooded open space.
	Rocky Mountain Riding Therapy 66 S Cherryvale Road Boulder CO	Center	1 outdoor arena	1,400 feet from Denver Boulder Turnpike (6-lanes); US 36 Bikeway on opposite side of turnpike.	Undeveloped, Cherryvale Trailhead to the east.



## 2.1. Interview Questions

Facility contacts and interviews were attempted starting in late March 2021 and extended through early July 2021. The lack of or limited responses received during the early outreach is attributed to COVID protocols and the likelihood that facilities were closed or operating during limited hours or at reduced capacities. TxDOT developed the following interview questions to guide the discussion with the facility representative. Each conversation was slightly different as some representatives were open about the history of the facility, their operations and challenges, and relationships with PATH and the community; while others limited the discussion to facts and requirements, and referred our questions to information provided on their website. Each phone interview opened with a statement similar to the following after the study team member made their introduction – *We are working with TxDOT on a project to improve a highway in close proximity to an existing therapeutic horsemanship facility. We are reaching out to other similar facilities to see if outside development, including roadway improvements, construction activity, adjacent land uses that introduce lighting, noise, vibration, or other distractions have affected your facility's operations and if so, how you may have dealt with those issues. The information will be used by the TxDOT study team to assess similar issues on the current project.*

Adjustments to the following questions were made, as needed, based on the facility's site characteristics and the representative's responses as the conversation took place:

- How long has your facility been in operation at this present location?
- If you have had to relocate your facility, what was the reason?
- Have you had any issues with the [highway, railroad, airport, commercial development] adjacent to or in relatively close proximity to your property? Issues could be noise, traffic, lighting, activity, construction, etc.
- If your facility is adjacent to a roadway and the roadway was improved (e.g., widened, new shoulders added, new interchange/grade separation created) or if a new roadway was constructed, was land acquired from your property? Was your access changed/modified? How long did construction last? Were there any issues you didn't expect to deal with (e.g., drainage, utilities, traffic, fencing, signage, lighting, noise/vibration, etc.)?
- What other issues or challenges have you had to address at your facility that affect regular operations– access, security, adjacent business activity, adjacent construction activity, etc.
- How do the horses react to distractions? How do the riders (and families) react to distractions?
- Have any of these issues caused you to change the way you operate the facility? Have any of these issues caused you to move the facility?
- Are there any other issues or comments you wish to share?



## 2.2. Professional Association of Therapeutic Horsemanship International

The Professional Association of Therapeutic Horsemanship International (PATH), a federally registered 501(c)(3) nonprofit, is the credentialing organization for equine centers, instructors, and specialists. Formed in 1969 as the North American Riding for the Handicapped Association to promote equine-assisted services for people with special needs, it has grown to include 873 centers, nearly 4,800 certified instructors, and has assisted more than 70,000 children and adults across the world, including disabled veterans and active-duty military personnel, with physical, cognitive, and emotional challenges, in addition to supporting groups with equine-assisted leadership, team building, and other human capacity enhancement skills for the workplace and daily use.<sup>1</sup>

PATH accredits facilities at two levels – Premier and Center. Regardless of level, status, or specific activities or services provided, PATH facilities must follow all core/mandatory standards based on equine industry standards. Premier accredited facilities must also develop facility policy manuals to maintain compliance with as many of the voluntary standards as possible. The standards cover the areas of:

- Business and Administration Standards (35 Total, 2 Mandatory) – organizational structure; insurance requirements; registration requirements and policies; staff/volunteer orientation and training; staff/volunteer/participant orientation; participant paperwork; and equipment policies (e.g., helmet usage)
- Facility Standards (37 Total, 2 Mandatory) – facility maintenance; safety equipment (e.g., fire extinguishers, emergency contact numbers, first aid kits); facility accessibility policies; stable and stall maintenance; tack and equipment maintenance and storage; and arena maintenance, equipment placement and footing
- Equine Welfare and Management Standards – (10 Total, 1 Mandatory) – equine screening and evaluation policies; equine training and conditioning procedure; evaluation of equine welfare; and basic equine care (e.g., feed charts, health records, shelter)
- Service Standards – specific to the service/activity being provided (all Mandatory) – initial evaluation of participant and progress notes; medical mental health (including professional licensure/certifications of medical/mental health professional in a session); training of personnel and supervision required in therapy or counseling session; and initial evaluation of participation, progress notes, and treatment plans)

Premier accredited facilities are also inspected by PATH every five years to ensure compliance with the mandatory standards and their own operational plans. In order to become PATH-accredited or maintain PATH accreditation, the facility must be in 100 percent compliance with all applicable mandatory standards, and must receive an acceptable score in a specialized performance area such as Mounted, Interactive Vaulting, or Equestrian Skills categories as they relate to the service(s) provided by the facility to maintain their accreditation.

PATH also certifies instructors in a number of riding, driving, and vaulting specialties as well as equine specialists in a number of health and learning, therapeutic, and mentoring services. The therapies provided at all of the facilities contacted are led by PATH certified instructors.

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<sup>1</sup> <https://www.pathintl.org>; originally accessed March 2021



As part of their operations plan, most Premier Accredited Centers incorporate a risk management plan or component to address issues beyond the facility's control such as weather events (e.g., tornadoes, hurricanes) and construction or traffic issues on adjacent land (e.g., roadway construction, temporary access changes, development). Recently many facilities have begun to adopt stricter property and facility access policies, screening protocols for volunteers, and have engaged staff and volunteers in active shooter and other safety and security trainings.

In a phone discussion with the PATH CEO, she noted there are no voluntary or mandatory standards regarding the effect of external noise or visual sources on the accreditation of a facility. No facility has lost their accreditation due to noise or other issues caused by adjacent development. Each facility is charged with addressing facility and management issues that are within their control and providing their services in the best environment they can to effectively serve their clients. Many facilities have developed covered or indoor facilities (depending on where they are located) which allow them to address weather, noise, and visual distractions, especially for riders with certain mental and behavioral conditions. A follow-up email provided by the PATH Lead Member Services Representative indicated there are no PATH standards regarding public roadways that are near therapeutic riding centers.

The PATH CEO noted that the horses function as part of the facility. They are acclimated to the conditions present at each facility (e.g., background noises, activities on surrounding properties, covered/uncovered and indoor training areas, different surfaces, etc.) before they are used in any therapeutic situation.

### 3.0 Results – Facility Comparison

#### 3.1. Baseline Facility – ManeGait Therapeutic Horsemanship

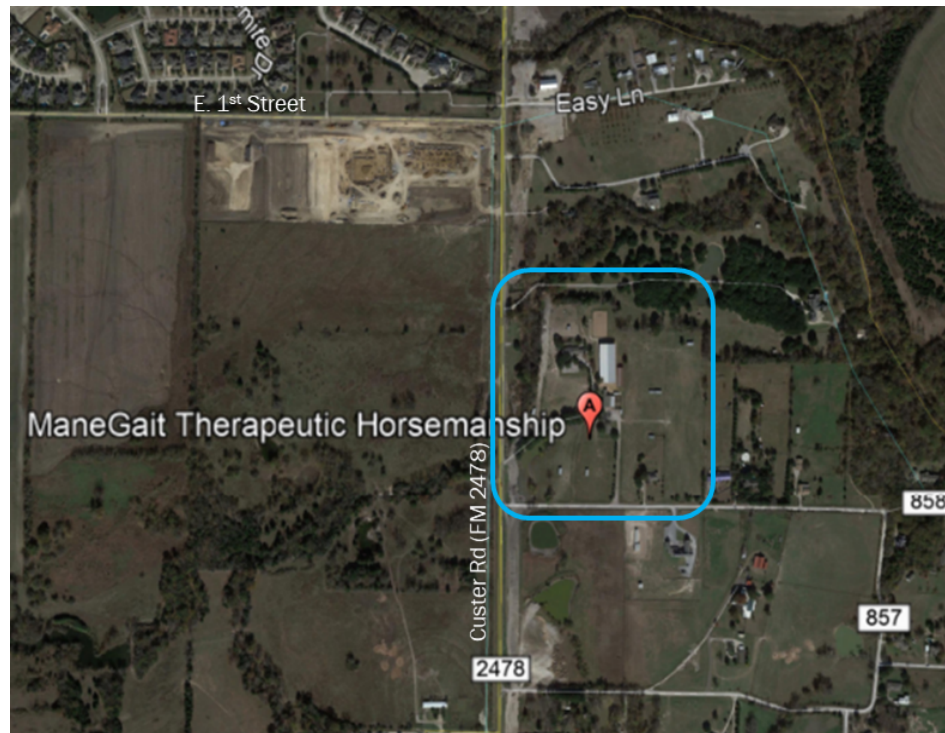
<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Premier Accredited	9	Own
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
2007	26	1,200
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	150	6,700

For more than 13 years, ManeGait has provided horse riding, carriage driving, and other equine-assisted therapies for children and adults with disabilities. The therapies at ManeGait have been associated with and the subject of several outside research programs including the Texas Woman's University's study of the ManeGait-developed *GaitWay to the Brain* program. As a non-profit organization, 85 percent of ManeGait's operational budget is funded through donations, grants, and events. The remaining operational expenses are funded by rider fees. Financial assistance is also available to rider's families based on need. Volunteers provide additional support to paid staff, assisting with facility clean-up and maintenance, working as Horse Leaders, Barn Buddies (supporting staff during feeding times), and assisting with facility events.



The facility occupies the northeast quadrant of Custer Road (FM 2478) and County Road 858 in McKinney, Collin County. Custer Road is being widened to an ultimate 6-lane divided roadway under TxDOT project CSJs 2351-01-017 & 2351-02-014. Private property separates ManeGait from Easy Lane and East 1<sup>st</sup> Street to the north. In early 2021, the construction of Founder's Academy was completed, a new charter school in the southwest quadrant of

Figure 3-1: ManeGait Therapeutic Horsemanship, McKinney TX



Custer Road and East 1<sup>st</sup> Street. Much of the remaining land west of Custer Road is being zoned to support residential development, a senior independent living development, and expansion of an existing cemetery. Land east and south of ManeGait is currently developed as large-lot rural residential.

ManeGait's founders and Executive Director have been participating in the US 380 McKinney EIS study process. During public scoping, they provided comments stating that with a freeway proposed approximately 400 feet from their property, that proximity would pose an "inverse condemnation or a Business Induced Displacement" due to "noise and air pollution emissions" and that they would not be able to "continue operation at our current location without personal risk to our clients as well as their therapists, the horses." (a copy of their comment letter is included in Attachment A).

During the Feasibility Study the founder's noted they were making plans to expand ManeGait. In 2021, the funding campaign for The Beacon Project at ManeGait was formalized, a new master plan to *fully optimize every acre of land, house more horses, and serve more riders* (The Beacon Project brochure is included in Attachment A). The master plan includes construction of a second covered arena, a 20-stall horse barn, and a new administrative building with a therapy center and conference space and reconfiguration of the pasture areas. With a total budget of \$9M, the multi-phased project is anticipated to break ground in 2023.



### 3.2. Pinnacle Therapeutic Riding Center, Inc.

As of October 2021, this Center has permanently closed.

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Center	NA	Own
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
2017	NA	NA
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	NA	NA

Pinnacle Therapeutic Riding Center is in Melissa adjacent to the Sam Rayburn Tollway (SH 121) and the DART rail line northeast of McKinney. PATH-certified trainers rely on numerous volunteers to support the day-to-day activities at the facility including assisting trainers as sidewalkers, horse leaders, horse helpers, and supporting general facility maintenance activities. Pinnacle has outdoor arenas and a covered arena. Attempts were made both in-person and via phone to talk to the Program Director during field visits for the US 380 project. We were unable to reach her for an interview.

Figure 3-2: Pinnacle Therapeutic Riding Center, Inc., Melissa TX



SH 121 is a 4-lane divided highway with a wide median adjacent to the Pinnacle facility. As part of the proposed improvement of SH 5 from south of CR 275 to south of Melissa Road in Collin County (CSJs 0047-04-030 & 0549-03-031) the intersection of SH 5 and SH 121 would be reconfigured to accommodate the upgrade of SH 5 and SH 121 to the south from 2-lane rural roadways to a 6-lane (ultimate) divided urban roadway and a 4-lane urban roadway, respectively. The Pinnacle property would not be affected by the proposed SH 5 project.



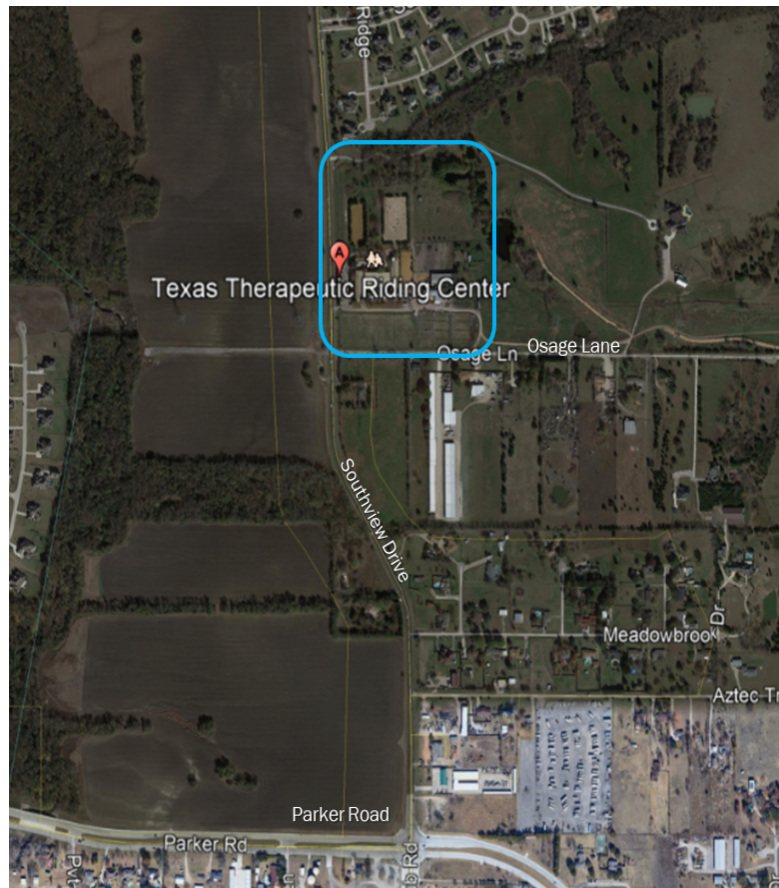
### 3.3. Texas Therapeutic Riding Center

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Center	5	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
NA	7	NA
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	NA	NA

The Texas Therapeutic Riding Center shares facilities with the North Texas Equestrian Center, a premier equestrian training and boarding center in north Texas and recognized as a United States Equestrian/United States Para-Equestrian Association (USEF/USPEA) Center of Excellence, focusing on skill progression and competition. Facility trainers and staff are supported by volunteers working as sidewalkers and horse leaders, and supporting stall clean-up (the “barn brigade”) and facility maintenance activities.

Located in a relatively ‘rural feeling’ area surrounded by suburban development in Wylie, the facility is bounded on the west by agricultural lands and wooded areas and undeveloped land and large lot residential development to the north, east, and south. Parker Road, a four-lane divided urban collector is approximately 0.55 miles to the south. Several calls were made to the facility and messages were left to speak with the Program Director, but none of the calls were returned.

Figure 3-3: Texas Therapeutic Riding Center, Wylie TX





### 3.4. EQUEST Therapeutic Horsemanship

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Premier Accredited	10	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
1981	30	700
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	40	40,000

EQUEST was the first therapeutic horsemanship facility in Texas. Relocating from Wylie to the Texas Horse Park at the Trinity in 2015 (which is owned by the City of Dallas), EQUEST has become one of the largest PATH Premier Accredited Centers in the country.

The facility is approximately 0.45 miles SW of US 175/C.F. Hawn Freeway, a 6-lane freeway. Commercial and industrial development buffers the facility from the freeway, and the Great Trinity Forest buffers the facility from the IH 45 corridor approximately 2.2 miles to the west. EQUEST shares facility grounds with River Ranch, another non-profit organization providing riding lessons, trail rides, and other equestrian-based activities for underprivileged children, at-risk youth, senior citizens, veterans, and individuals with special needs.

A brief conversation with the EQUEST CEO indicated they have adopted industry standards to minimize outside distractions around arena areas. They also recognize there are circumstances they cannot control. Most “unplanned” distractions have more of an effect

Figure 3-4: EQUEST Therapeutic Horsemanship, Dallas TX



Figure 3-5: Rider at EQUEST  
(courtesy of EQUEST website, 2020)





on the client/rider or family members than on the horses. The horses are very adaptable and undergo an acclimation period when they first arrive at the facility. Staff and riders do not notice highway noise from either major roadway, but there is the occasional “dragster” or engine backfire that can occur along Pemberton Hill Road, the main access road east of the facility, that can echo across the facility.

### 3.5. Stable Strides Farm, Inc.

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Center	4	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
2001	13	60
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	50	NA

For 20 years, Stable Strides Farm has provided a therapeutic riding program to aid disabled individuals in becoming confident, independent, and competitive equestrians. Since 2008, they have shared facilities with the Bridlewood Stables and Equestrian Center in Flower Mound after outgrowing previous locations in Denton and Sanger. The facilities include four covered arenas and multiple outdoor paddocks.

A phone discussion with the Co-Founder/Program Director/PATH-certified instructor indicated that because the facility is surrounded by residential development, highway traffic noise and construction activity is relatively non-existent. Occasional emergency vehicle sirens emanate from FM 1171 or within the neighboring residential areas, but they do not disturb activities at the facility.

Because they share the facility with other equine users (e.g., riders, hunter/jumper lessons, and boarding), a lot of traffic passes through the facility. The volumes of vehicles, trailers, and deliveries do not bother the horses and the riders and families quickly adjust to the traffic as they visit the facility more frequently. In addition to providing therapy services, the staff also work with special needs riders that want to

Figure 3-6: Stable Strides Farm, Inc., Flower Mound TX





compete in the Special Olympics, rodeo, and to show livestock. Volunteers support horse grooming, stall cleaning, and assisting riders during therapy sessions as sidewalkers. They also help with fundraising and special events and work with riders to prepare for special events and horse shows.

### 3.6. Born 2 Be Therapeutic Equestrian Center

As of February 2022, this Center moved to a location away from IH 35.

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Premier Accredited	4	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
2015	4	25
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	15	NA

Located along the southbound IH 35 frontage road approximately 2.9 miles south of Valley View, Born 2 Be Therapeutic Equestrian Center (Born 2 Be) has operated at this location since March 2020. The facility includes four pasture/ turn-out areas, a horse barn, outdoor arenas, and a covered arena. They provide riding and driving (carriage) programs in addition to other therapies. Volunteers support staff during training sessions and with general facility maintenance. Other volunteers – Barn Buddies – clean stalls and barns and feed horses.

Figure 3-7: Born 2 Be Therapeutic Equestrian Center, Valley View TX



As indicated by the Director, the proximity of the property to the interstate creates unique challenges in addition to highway noise. The founder indicated the horses adapted quickly to the highway background noise after moving to this location. Safety and security are the other primary issues at the facility. Vehicles have departed the interstate and frontage road at high speed, breaching the perimeter fence and entering the front pasture. To date, no horses or riders have been in the front pasture at the time of an incident, but the potential



risk has caused them to limit the use of the front pasture to daytime hours and only during times when staff are present to monitor the area. The resident property manager, who occupies the house on the property, has reported a number of similar vehicle departures that have occurred during nighttime hours. The magnetized gate system was retrofitted to adapt to use by shod horses. The gate system was formerly activated by metal (such as when a truck [bumper] would approach the gate or in this case when a metal horseshoe would come near the sensor) opening the gate. A manual trigger has been installed to avoid the inadvertent opening of a gate by a curious horse or as a carriage approaches (with a horse first) to minimize the opportunity for a horse to access the frontage road area. Traffic along the frontage road travels at relatively high speeds which poses hazards to clients, staff with horse trailers, and hay/feed and supply deliveries entering and exiting the facility.

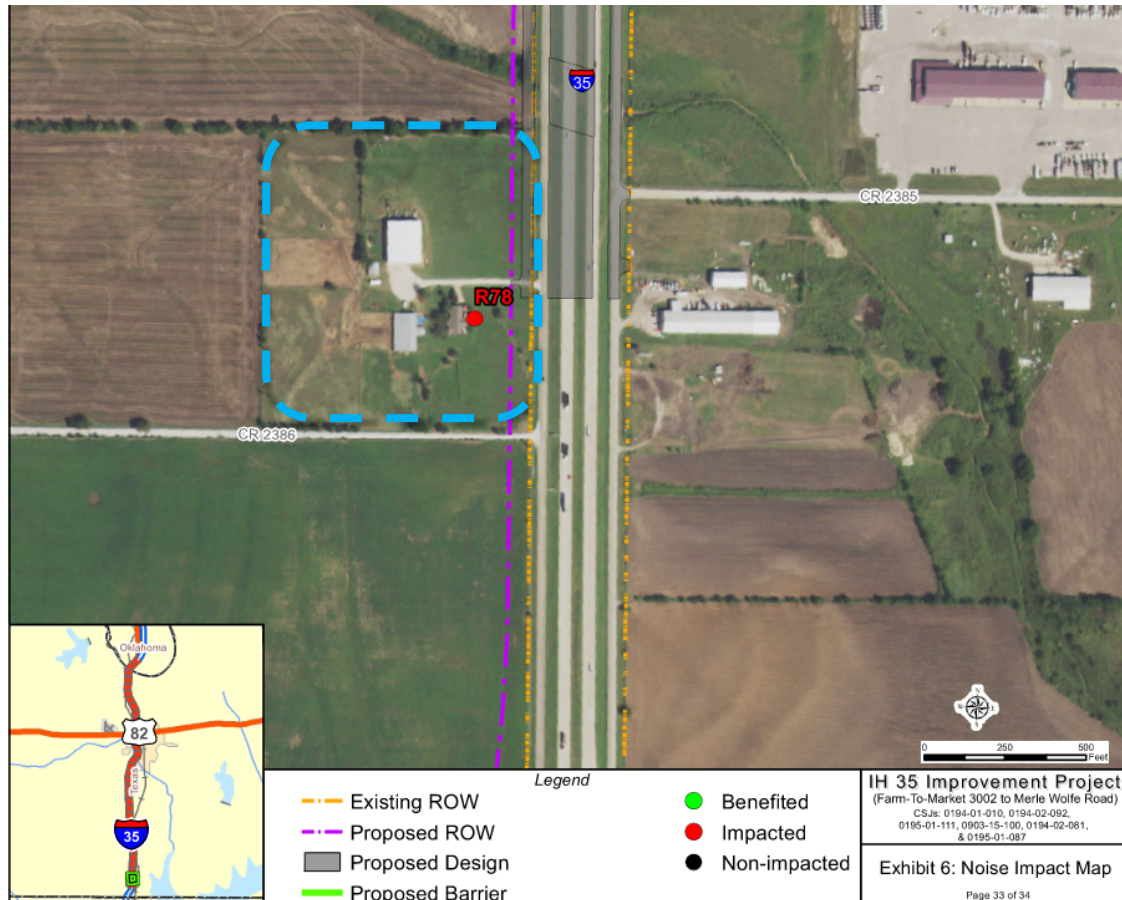
The section of IH 35 adjacent to Born 2 Be is proposed to be widened from a 4-lane divided facility (2 travel lanes in each direction) with 2-lane, 2-way discontinuous frontage roads on each side, to an 8-lane divided facility (4 travel lanes in each direction) with a center concrete barrier and 2-lane, 1-way continuous frontage roads on each side (CSJs 0194-01-010, 0194-02-081, 0194-02-092, 0195-01-087, 0195-01-111, 0195-01-119, 0903-15-100 Cooke Co. TX and Love Co. OK). Findings of No Significant Impact were issued by the Texas and Oklahoma FHWA Divisions on December 16, 2020.

Based on the discussion with the Director, Born 2 Be was not operating at this location at the time the traffic noise study and environmental document was prepared for the referenced project. The traffic noise study conducted for the proposed IH 35 improvements assumed the use of this property as Residential and identified the residence as Receptor R78 (shown in Figure 3-8), under Noise Abatement Criteria (NAC) B, exterior sound level of 67 dB(A). The existing exterior sound level at the residence was modeled at 65 dB(A), with the predicted sound level with implementation of the project in 2045 modeled at 71 dB(A), resulting in an increase of 6 dB(A) exceeding the NAC and requiring consideration of noise abatement.

Based on the TxDOT Noise Policy in place at the time the analysis was conducted, abatement measures, typically the installation of noise barriers, would need to provide a minimum noise reduction, or benefit, at or above the threshold of 5 dB(A). For a noise barrier to have been provided, in addition to providing the minimum noise reduction noted, it must also have been found to be feasible and reasonable. A barrier was determined to not be acoustically feasible unless it reduced noise levels by at least 5 dB(A) at greater than 50 percent of the first-row of impacted receptors and would have benefited a minimum of 2 impacted receptors. To be considered reasonable, the barrier must not have exceeded the cost reasonableness allowance of 1,500 square feet per benefited receptor and must have met the noise reduction design goal of 7 dB(A) for at least 1 receptor. Because of the residence's isolated location (no neighboring residences), noise abatement was not considered feasible nor reasonable for this receptor.



Figure 3-8: Receptor 78 Location from the IH 35 EA CSJs 0194-01-010 etc.



Following the interview, the founder's questions and comments were forwarded to the TxDOT Wichita Falls District for consideration and follow-up.

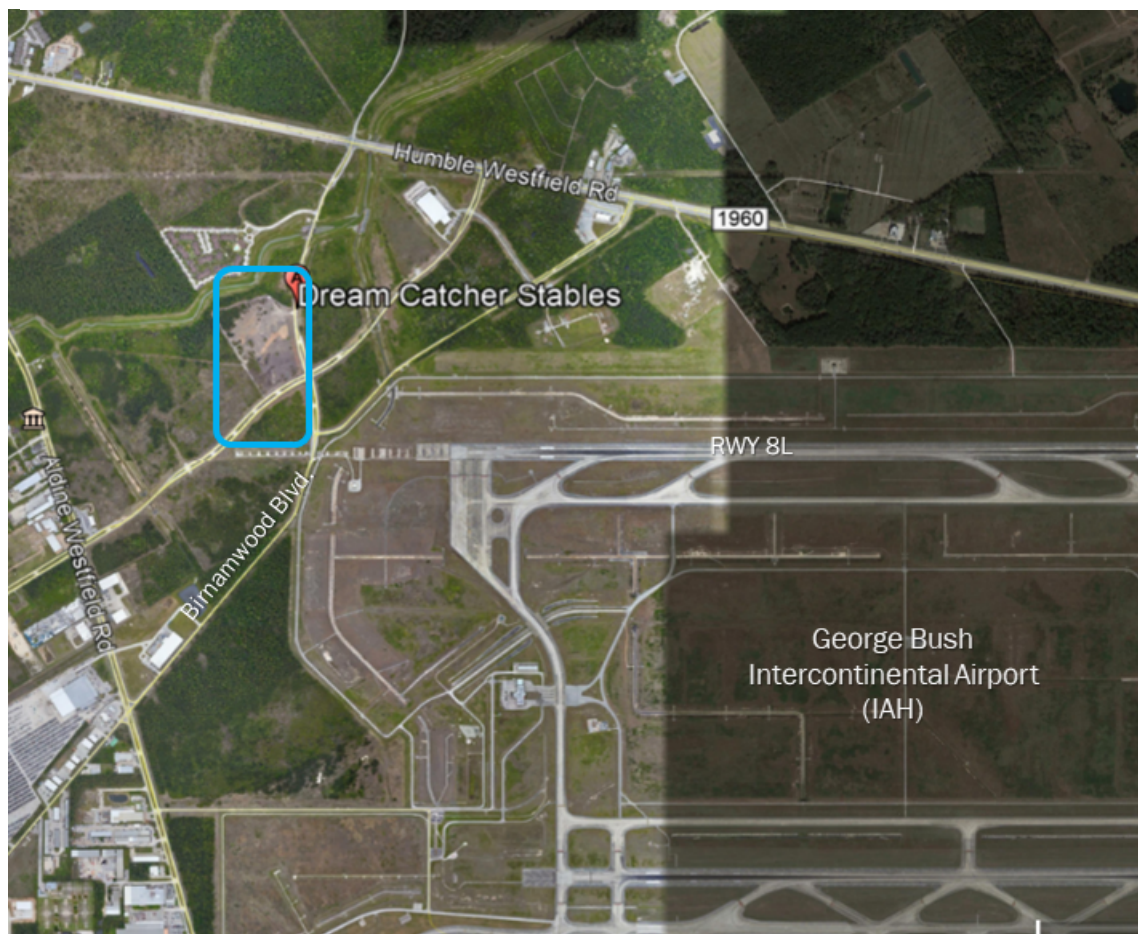


### 3.7. Dream Catcher Stables

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Center	2	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
1999	8	130
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	30	NA

Dream Catcher Stables is on land leased from the Houston Airport System northwest of Runway 8L at George Bush Intercontinental Airport (IAH) in Humble (Houston). The stables relocated to this current location in December 2019 after operating near the southeast corner of IAH. During an approximate two hour site visit on June 26, 2021, the area was overflowed by more than 15 aircraft departing IAH. According to the founder, the horses have adapted to aircraft overflights of the area. Training techniques are adjusted to work with the noise levels as trainers maintain close contact with the riders. Current operational challenges include getting permanent facilities constructed to provide shelter for both riders and horses which will also allow them to store tack, hay, and water for the horses and make the facility more useable in general.

Figure 3-9: Dream Catcher Stables, Humble (Houston) TX





*Figure 3-10: Dream Catcher Stables – Rider receiving assistance to mount a therapy horse*



*Figure 3-11: Dream Catcher Stables – a Rider's first ride*





*Figure 3-12: Therapy horses in temporary pens at Dream Catcher Stables*



During our initial phone call, the founder described the Airport Rangers Patrol program at IAH. The Airport Rangers, created in 2003 to increase security at IAH, are the only airport equestrian volunteer program in the United States. The more than 200-member mounted patrol includes off-duty law enforcement officers that ride their horses along the perimeter of the 13,000-acre airport during normal airport operations.

*Figure 3-13: Airport Rangers Patrol at George Bush Intercontinental Airport*



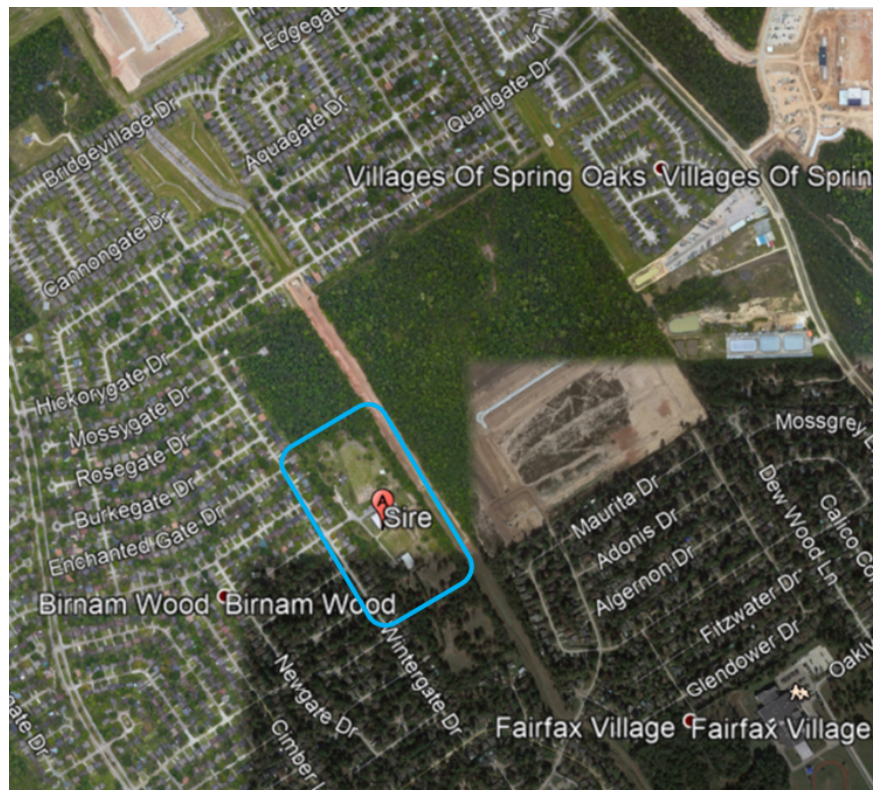


### 3.8. Sire Therapeutic Horsemanship

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Premier Accredited	7	Own
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
1983	NA	NA
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	288	30,000

Site operates facilities in Spring and Fort Bend County (opened in Fall 2021). They provide therapeutic riding, equine assisted learning, and veteran services. The Spring facility is within the Birnamwood residential neighborhood and bounded by open space. The facility has both open and covered arenas. The Spring facility is approximately 2.65 miles north of Dream Catcher Stables and IAH. Sire relies on volunteers to support staff with facility maintenance, grooming/feeding of horses, and assisting trainers. TxDOT was unsuccessful in contacting Sire representatives to obtain any further information on the facility.

Figure 3-14: Sire Therapeutic Horsemanship, Spring TX





### 3.9. Saddle Light Center

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Premier Accredited	6	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
1991	12	100
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	62	NA

The Saddle Light Center provides equestrian aided therapies to individuals with physical and mental disabilities. The facility is in a developed area of Selma (San Antonio) sharing property with the Retama Equestrian Center (multiple open horse paddocks and covered arenas) and Retama Equine Hospital. The facility is adjacent to River City Athletics (multiple soccer fields), River City Community Church and Real Life Amphitheater, and neighboring Retama Park (thoroughbred and quarter horse racetrack and stables).

A UPRR line forms the property's northern border with Evans Road and Cibolo Creek bounding the property to the east. The majority of the property is in the Cibolo Creek floodplain. A developing warehousing district, east of Cibolo Creek, is rapidly expanding including the recent construction of an Amazon warehouse that required expansion of Lookout Road to a 4-lane roadway with a

Figure 3-15: Saddle Light Center, Selma (San Antonio) TX

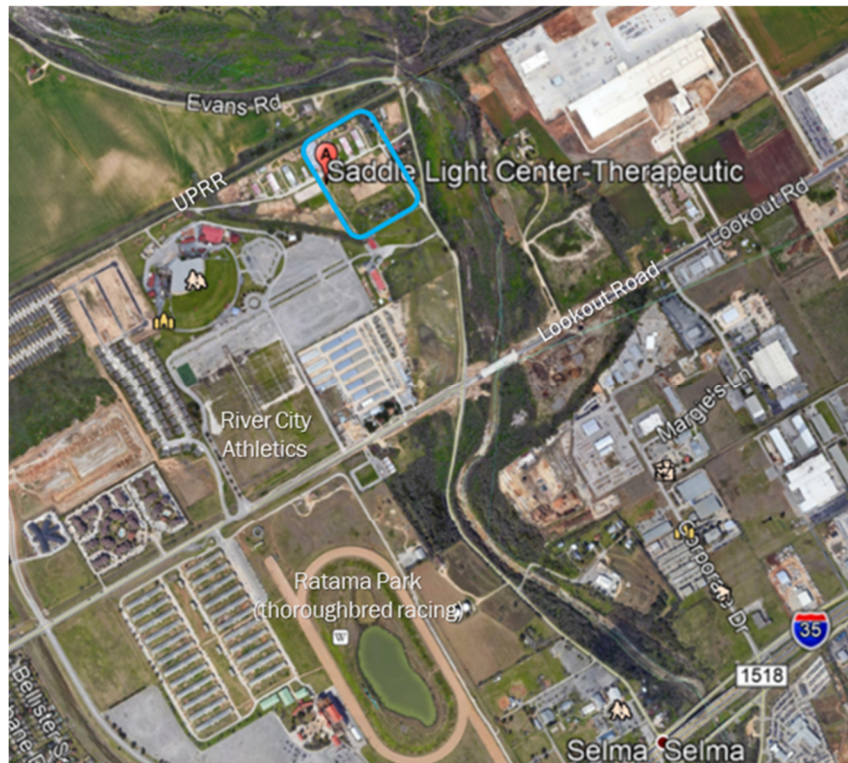


Figure 3-16: Horses at the Saddle Light Center, Selma (San Antonio)





new bridge over Cibolo Creek 0.5 miles south of the Saddle Light Center.

Volunteers assist staff with grooming and feeding of horses, maintaining stalls and tack, and assisting with therapies as sidewalkers and horse leaders. Numerous volunteers from the various science, medical, and physical and occupational therapy programs at the University of Texas at San Antonio (UTSA), University of Texas Health San Antonio, Texas A&M San Antonio, and the University of the Incarnate Word help sponsor events at the facility. Medical professionals from components of Joint Base San Antonio (Randolph Air Force Base, Fort Sam Houston, Martindale Air Force Base, and Lackland Air Force Base) also assist in fundraising events.

Saddle Light Center shares arenas, stables, and parking areas with the Ratama Equestrian Center. The facility is in the flight path of Randolph Air Force Base; with at least eight fighter jets overflying the property at relatively low altitudes during our approximate one-hour visit. According to the Executive Director, the horses used in the therapy program are conditioned to the noises and features of the facilities. New horses are allowed to acclimate for a minimum of three

months – not only to become accustomed to the noise of the aircraft, vehicles, and the neighboring rail traffic, but many have never been in a covered arena. She noted that horses at more rural facilities will react to simple sounds – car backfire – but not the horses at this facility. The covered arenas make outdoor training bearable by providing shelter from rain, wind, and the heat of the sun but also support hands-on, close-contact work required between trainer and horse with riders who have special sensitivities to external stimuli. They also help in keeping conversations at low levels often with frequent pauses in the activity to allow the rider/horse/instructor to continue to work as a unit.

The Executive Director noted their primary outside challenges are dealing with people attending events at the neighboring church and athletic facilities trying to park on their property, flooding due to the proximity of Cibolo Creek, and the planned improvement of Old Evans Road, the main access road to the facility. They understand

*Figure 3-17: Rider with Wynston, the retired race horse*



*Figure 3-18: Young rider during her first jumping lesson*





that a bike lane or path may be included in the proposed project and hope that localized drainage issues can be addressed and the entrance into the facility can be improved as part of the roadway project. She also explained that their location makes them relatively easy to get to with most riders being within a 30-40 minute drive of the facility. They also serve a small group of disabled veterans on Wednesday evenings that come from the various military installations across the city.

### 3.10. Right Step, Inc.

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Premier Accredited	4	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
2008	5	75
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	50	NA

The PATH CEO recommended contacting a PATH facility in Colorado located in close proximity to the features we had indicated and may be willing to share information with the study team. When contacted, the Director and Chair of Right Step, Inc., indicated they had just moved to a new location. Their previous facility was adjacent to a major regional highway and Class I railroad line. While there, the horses had adapted to the highway and train noises. The new facility is in the center of Littleton,

Figure 3-19: Right Step, Inc., Littleton CO



Colorado, in a very active neighborhood. They share office, boarding, and training facilities (indoor and outdoor arenas) with the Denver Equestrian Riding School. The property is also immediately adjacent to a pool and tennis club and surrounded by upscale homes. Trails, multi-use paths, and multiple access points cross the property. On a daily basis they deal with people, strollers, dogs, and numerous cars crossing the property as a short-cut to the recreational amenities. Many people stop to watch the horses and the riders which often creates issues for clients with more severe sensory sensitivities. Their focus in dealing with outside issues has changed from how to acclimate to external noises to installing security cameras, placing signage discouraging pass-through traffic, and conducting active-shooter trainings for staff and volunteers.

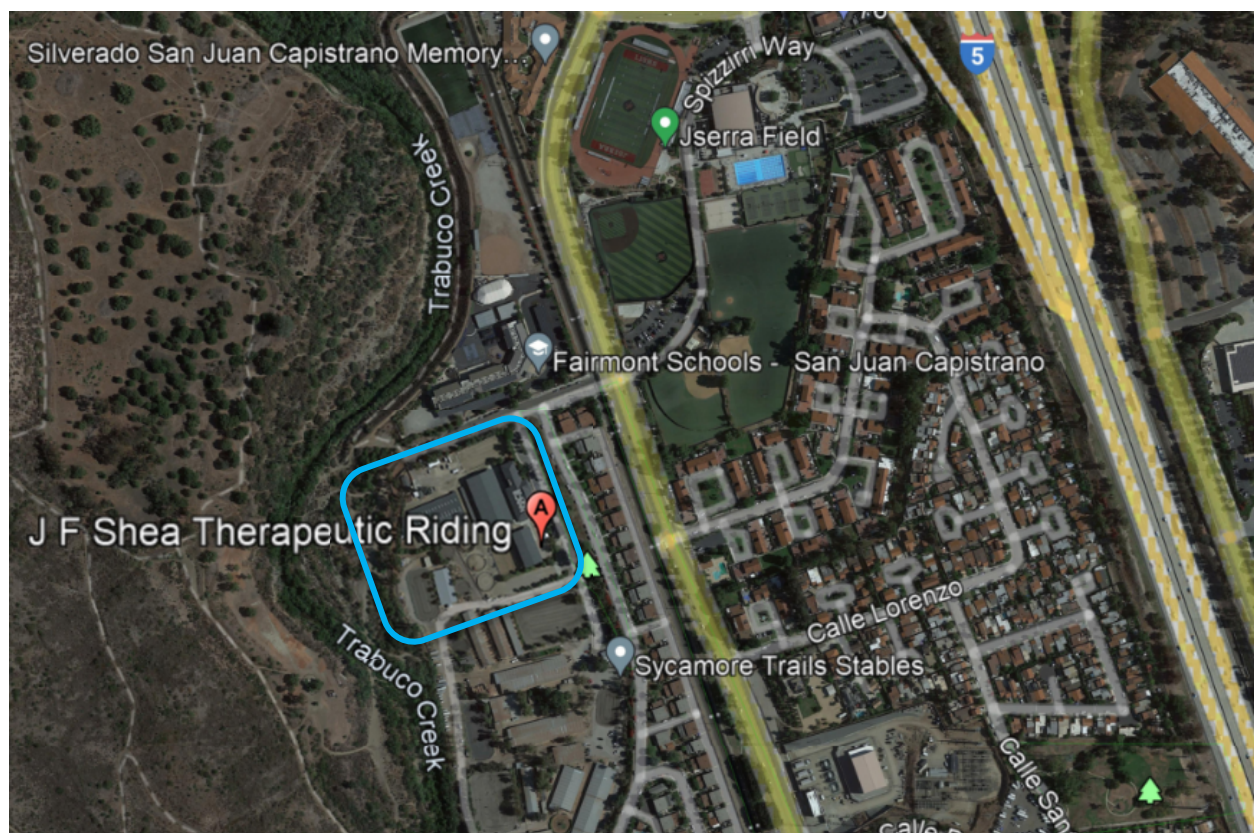


In early 2022, additional research was conducted extending the search area outside of Texas to identify additional PATH-accredited therapeutic horsemanship facilities in close proximity to transportation corridors that may also provide a greater variety of services (e.g., sensory trails) or have affiliations with specialty research programs. The following additional facilities were identified and added for information.

### 3.11. J.F. Shea Therapeutic Riding Center

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Premier Accredited	45	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
1979	25	>800
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	50	NA

Figure 3-20: J.F Shea Therapeutic Riding Center



The J.F. Shea Therapeutic Riding Center (Shea Center) is internationally recognized for its excellence in therapeutic programs and as a therapeutic riding training facility drawing interns and students from around the world. Staff address more than 75 distinct disabilities through a variety of programs that include physical, occupational, and speech therapies. The center opened in 1979 as the Orange County Riding Center and opened as the J.F. Shea Center at this San Juan Capistrano location in 2002. The center sits on eight acres backing up to the San Juan Capistrano Open Space. The Shea Center's state-of-the-art equestrian facility



consists of two covered arenas, one open arena, a forty-stall barn, two round pens, a farrier and veterinarian area, and riding (sensory) trails at the back of the property along Trabuco Creek. The Klein Family Education & Therapy Building – dedicated to adjunct therapeutic programs and related services for people with disabilities and their families – provides indoor, wheelchair-accessible space for physical, speech, and occupational therapies, gait training, and an inclusive fitness center. The building also has a parent and community education resource area, comfortable family lounge areas, classrooms for training, restrooms, and space for instructors, volunteers, and is a wheelchair accessible space for physical, speech, and occupational therapies; gait training, and an inclusive fitness center. The Center offers a financial aid program for current and past military families as well as a sliding scale of fees for those in need of financial assistance. The host a Military Family Therapeutic Riding Program for active duty and veterans along with disabled veterans during the evenings, do outreach and provide horse-related activities to senior citizens, and also host a summer camp for children aged 5 to 17 with or without special needs from June to September. The center also partners with Chapman University's Physical Therapy program in Orange, California.

*Figure 3-21: Riders at the J.F Shea Therapeutic Riding Center (site visit September 2, 2022)*





*Figure 3-22: Riders at the J.F Shea Therapeutic Riding Center (courtesy of the facility website)*



The center is primarily surrounded by suburban development to the north, east, and south, with the San Capistrano Open Space to the west. The center is approximately 1,800 feet west of IH 5 (San Diego Freeway), a 10 to 12-lane divided freeway carrying approximately 210,000 vehicles per day (vpd). It is also approximately 300 feet west of the MetroLink and BNSF rail corridor that carries both passenger trains (MetroLink) and freight rail (BNSF) traffic. Sycamore Trails Stables is adjacent to the center to the south and the Fairmont School is across Osos Road to the north of the center. Rio Oso Park, a linear park, is adjacent to the center on the west.

During a phone interview, Dana Ludutsky-Green, the Administrative Development Associate, shared that noise from IH 5 and the rail lines does not affect their daily operations. The center has more challenges with vehicle traffic congestion on the local roads adjacent to it, primarily during school drop-off and pick-up times and when the MetroLink is in service and the crossbucks (gates) on Oso Road at the rail crossing are down. They also have adapted their services to the limited size of their property as there are not opportunities to expand.



### 3.12. Dream Catcher of Los Angeles Therapeutic Riding

<b>PATH Facility Type:</b>	<b>Number of Instructors:</b>	<b>Own or Lease Facility:</b>
Center	4	Lease
<b>Year Founded:</b>	<b>Number of Horses:</b>	<b>Number of Volunteers:</b>
NA	6	>20
<b>Nonprofit:</b>	<b>Riders Served/Week:</b>	<b>Volunteer Hours/Year:</b>
Yes	NA	NA

#### Dream Catcher of Los Angeles

Therapeutic Riding Center is in the southern part of Los Angeles east of IH 710 (Long Beach Freeway, 8-lane divided) and north of IH 405 (San Diego Freeway, 8-lane divided). A MetroLink (passenger rail, Blue Line Yard) maintenance facility and storage yard is west of the facility with a MetroLink service track looping around the southern end of the site connecting to a MetroLink mainline west of the site. The Rancho Rio Verde Riding Club is south of the site, separated from the facility by a vacant industrial property and W. Carson Street.

According to their website, they provide therapeutic riding, equine assisted activities and therapies, along with *Horses for Forces*, a program providing equine-assisted activities and therapies for wounded active military personnel and veterans suffering from post-traumatic syndrome disorder. Horses for Forces is a partnership with PATH and their Equine Services for Heroes program.

Figure 3-23: Dream Catcher of Los Angeles Therapeutic Riding





Figure 3-24: Riders at Dream Catcher of Los Angeles (courtesy of their website)



TxDOT was unsuccessful in contacting Dream Catcher representatives to obtain any further information on the facility and their services.

## 4.0 Sound Level Measurements

At the request of Dallas District Leadership, the study team visited the two California facilities - J.F Shea Therapeutic Riding Center in San Juan Capistrano and Dream Catcher of Los Angeles Therapeutic Riding in Long Beach - to capture ambient sound measurements around the periphery of each facility. As described in the preceding section, both facilities are relatively close to multi-lane freeway facilities or rail corridors that have the potential to introduce traffic noise to surrounding land uses.

Ambient noise measurements were collected using an ANSI S1.4 Type 1 Sound Level Meter for 15-minutes at each measurement location. Measurements at the J.F. Shea Center and Dream Catchers were captured before or after peak travel periods along the adjacent freeways.

- J.F. Shea Center – measurements ranged from 48.1 dB(A) (A-weighted decibels) at the property boundary near an outdoor arena with a passenger train passing the facility; to 62.5 dB(A) near the intersection of Oso Road and Camino Capistrano northeast of the center's property. Sound levels recorded included intermittent sounds from motorcycles, a school bus backing up (beeping sound), aircraft flying overhead, and pedestrian conversations.
- Dream Catcher – measurements ranged from 54.3 dB(A) along the access road immediately east of the outdoor arena while riders were training, to 64.5 dB(A) along – the local road providing access to the center approximately 220 feet east of the IH 710 mainlanes.

Because these locations are not part of the proposed US 380 McKinney project, the measurements are only provided for reference to the ambient sound measurements collected near ManeGait Therapeutic Horsemanship and validated as part of the traffic noise analysis conducted for the project. The results of the traffic noise analysis for the US 380 McKinney project is provided in the EIS and in *Traffic Noise Analysis Technical Report – US 380 McKinney* included in Appendix R of the EIS.



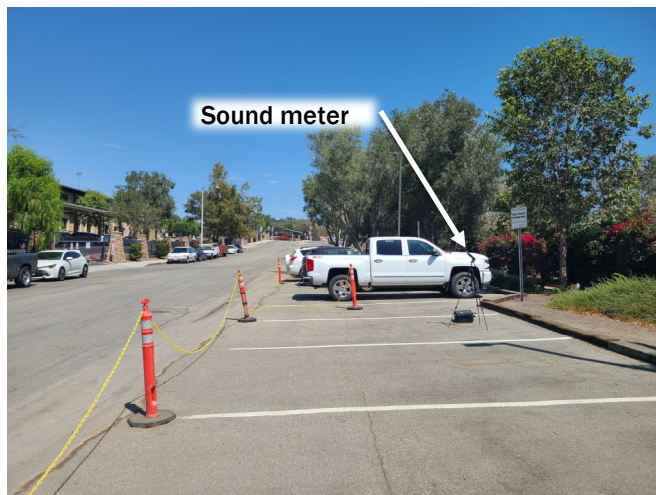
Figure 3-25: Representative Sound Level Measurement Locations at the J.F. Shea Center



Measurement location outside of the covered arena.



Covered arena behind the fence.



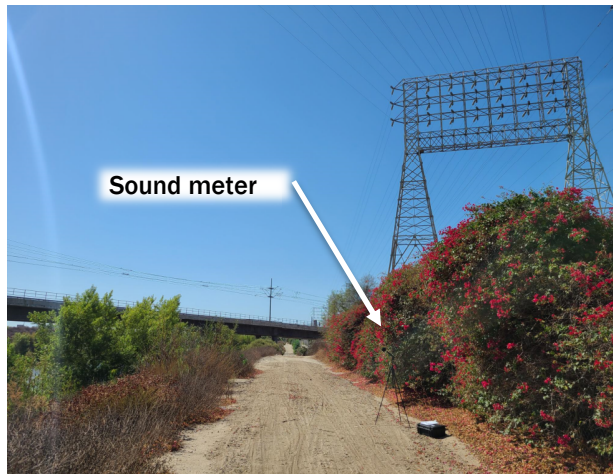
Measurement location near NE corner of the facility.



Measurement location at intersection of Oso Road, Camino Capistrano, and the rail crossing.



Figure 3-26: Representative Sound Level Measurement Locations at Dream Catcher of Los Angeles Facilities



Measurement location along access road east of open arena.



Open arena west of the measurement location.



Measurement location along W/ Carson St. approximately 220 feet west of the IH 710 mainlanes.



Measurement location along W/ Carson St. looking east at access road entrance to Dream Catcher.



## 5.0 Conclusions

The therapeutic horsemanship facilities interviewed represent a wide cross-section of locations and site characteristics that serve similar special needs populations. All of the facilities garner both volunteer and financial support from their surrounding communities. Facility locations ranged from rural and sparsely developed to suburban, and some located within the flight paths of commercial airports and military installations. All of the facility representatives spoken with agreed that the horses acclimate well to the surroundings when given an appropriate amount of time to do so. Many facilities are in suburban areas because it is convenient for clients to access their services. Most facilities do not own the property where the facility is located, but lease it or lease space associated with other equine activities – riding schools, veterinary clinics, etc. – in part to share resources and also because it makes financial sense.

Due to COVID restrictions, visits to many facilities were denied during the timeframe of the survey. A reduced level of activity at the facilities during the survey period may also have contributed to the lack of response by some.

Based on the research and outreach conducted, the following summarizes the responses to the purposes of this white paper:

- (1) *Identify if there are any operational standards that ManeGait or a similar facility must uphold that would be negatively affected by the introduction of noise, vibration, lighting, activity, distractions, etc. from transportation facilities or outside development that could cause them to forfeit their accreditation/certification.*
  - No operational standards or requirements exist for either level of PATH facility (Premier or Center) that set limits or thresholds for noise, light, distance, activity, or development of transportation facilities or other developments adjacent to or in close proximity to PATH facilities.
  - No PATH facility has lost its accreditation because of increased noise or other issues caused by adjacent roadways or development.
  - All PATH facilities are required to comply with the mandatory standards related to business and administration, facility maintenance and accessibility, equine welfare and management, and service (specific to the training types provided); none of which relate to properties, developments, or activities outside of the facility's control.
- (2) *Identify how other similar therapeutic horsemanship facilities have addressed those issues if they have occurred.*
  - The representatives spoken with pointed out the transportation facilities (e.g., rail lines, highways, airports, air force bases) in proximity to their facilities, but most indicated they did not pose an issue to their operations. Representatives shared other issues of concern – safety/security, ingress/egress including trespass, traffic congestion on local roads caused by other land uses/developments, parking, and flooding.
  - Facilities in built-up environments allow horses to thoroughly acclimate to the facility (including working under covered arenas), its activity, and surrounding noises before using them in therapeutic situations.



(3) *Identify other similarities and differences between ManeGait and other typical therapeutic horsemanship facilities in Texas.*

Similarities:

- All serve relatively the same special needs populations (children and adults with physical, intellectual, learning, and social-emotional disabilities, and disabled veterans) and provide similar services
- All are 501(c)(3) non-profit institutions
- All subsidize rider fees through charitable donations
- All are strongly supported by individual volunteers and groups that lend time to support activities, special events, and regular facility upkeep and maintenance
- All use PATH-certified instructors/trainers

Differences:

- Some have paid staff; others are completely volunteer
- Some have relationships with research institutions and other beneficial outside organizations
- Site locations and surroundings – highly variable – rural to suburban in residential neighborhoods, others in suburban/commercial/industrial areas with aircraft overflights; along rural 2-lane/4-lane roadways to adjacent to IH 35
- Additional services – competitive riding for more skilled individuals, Special Olympics preparation, livestock showing

**The overall conclusion – therapeutic horsemanship facilities can effectively function in a variety of physical and environmental settings.**



## 6.0 Facility Interview and Site Visit History

Facility Name and Location	Contact Information	Phone Interview(s)	Site Visit (site visits were denied due to COVID protocols until after mid-May)
Professional Association of Therapeutic Horsemanship International (PATH) Denver CO	Kathy Alm, CEO Karen Province, Lead Member Services Representative	15-Jun-2021 Follow-up email 16-Jun-2021	none
Pinnacle Therapeutic Riding Center, Inc. 1630 Sam Rayburn Hwy Melissa TX FACILITY CLOSED AS OF OCT-2021	Kaley Millender, Co-Founder and Program Director	Attempted: 25-Mar-2021 22-Apr-2021 11-May-2021 15-Jun-2021	Attempted: 26-May-2021 28-May-2021
Texas Therapeutic Riding Center 1765 Southview Dr. Wylie TX	Shelby Nicoletti, Program Director and Head Instructor	Attempted: 22-Apr-2021 17-May-2021 16-Jun-2021	none
EQUEST Therapeutic Horsemanship 811 Pemberton Hill Rd. Dallas TX	Lili Kellogg, CEO	16-Jun-2021 Attempted: 25-Mar-2021 22-Apr-2021 17-May-2021	none
Stable Strides Farm, Inc. 4400 Withers Avenue, Flower Mound TX	Amanda Cleveland, Co-Founder and Program Director	16-Jun-2021 Attempted: 22-Apr-2021 17-May-2021	none
Born 2 Be Therapeutic Equestrian Center 12650 I-35 Frontage Rd. Valley View TX FACILITY MOVED AWAY FROM IH 35 IN FEB-2022	Mary Gwinner, Director	15-Jun-2021 Forwarded request for follow-up to TxDOT regarding IH 35 project impacts to property	none
Dream Catcher Stables 20907 Birnamwood Blvd. Humble TX (Houston)	Sanna Roling, President and Founder	8-Jun-2021	3-Jun-2021 26-Jun-2021
SIRE Therapeutic Horsemanship 4610 Sloangate Drive, Spring TX (Houston)	Joe Wappelhorst, Executive Director, Shayna Bolzon, Spring Facility Manager	Attempted: 19-May-2021 15-Jun-2021	none
Saddle Light Center 17530 Old Evans Road, Selma TX (San Antonio)	Kerstin Fosdick, Executive Director	22-Jun-2021 Attempted: 17-May-2021	15-Jul-2021
Right Step, Inc. 5200 W. Coal Mine Avenue Littleton CO	Christine Remy, Founder and Chair	15-Jun-2021	none



Facility Name and Location	Contact Information	Phone Interview(s)	Site Visit (site visits were denied due to COVID protocols until after mid-May)
J.F. Shea Therapeutic Riding Center 26284 Oso Road San Juan Capistrano CA	Dana Ludutsky-Green, Administrative Development Associate Andre Hudgson, Program Administrative Assistant	29-Jun-2022 21-Jun-2022 Attempted: 15-Jun-2022	2-Sep-2022 conducted ambient sound measurements.
Dream Catcher of Los Angeles Therapeutic Riding 1003 W Carson St. Long Beach CA	Joan Blank, Founder/Executive Director	Attempted: 29-Jun-2022 14-Jul-2022	2-Sep-2022 conducted ambient sound measurements.



## **ATTACHMENT A – MANEGAIT INFORMATION AND STUDY COMMENTS**





**OUR MISSION:** At ManeGait children and adults with disabilities move beyond their boundaries through the healing power of the horse and the dedication of a professional and caring community.

**A Beacon.** God blessed ManeGait with 14 magnificent acres of rolling pasture to fulfill our mission. Nestled in the heart of one of the fastest-growing communities in the country, ManeGait has become a beacon of hope and healing to thousands of people each year. *We are now called to shine brighter and to serve more.*

**Unmet Need.** High demand for services has outpaced capacity. Each week 150 children and adults with disabilities ride tall at ManeGait. *Yet, for every 1 rider in the saddle there are 2 at home waiting to take part.*

**The Plan.** ManeGait's new master site plan addresses this unmet need and issues with aging building infrastructure. The goal is to fully-optimize every acre of land, house more horses, and serve more riders. The plan includes a second covered riding arena, a 20-stall horse barn, pasture reconfiguration, and a new administrative building with a therapy center and conference space.

**Budget.** The total budget for this multi-phased project is \$9,000,000. Groundbreaking is anticipated by July 2023.

**The Impact.** *ManeGait will become the premier therapeutic horsemanship center in the United States.* Enrollment will grow 53% to serve 230 riders each week. ManeGait will be a venue for Special Olympics competitions, training programs, and conferences to advance the therapeutic riding industry. With increased volunteer opportunities and event capacity, this land will be a refuge for the entire community to be inspired by nature and engaged in ManeGait's collective mission.

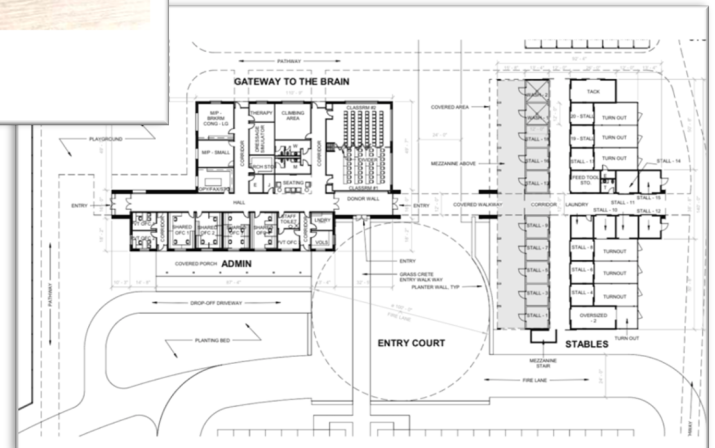
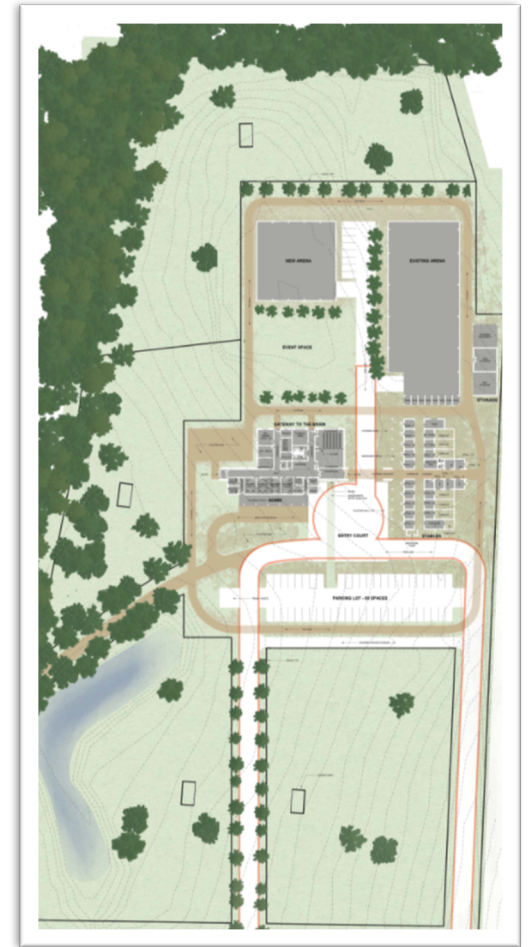
**Join In.** *We invite you to be part of ManeGait's Beacon Project with a contribution to this capital campaign.* Naming rights and unique recognition opportunities are available to lead donors of The Beacon Project.

With each gift, ManeGait's mission shines brighter!

						
<b>MANEGAIT TODAY</b>	<b>150</b> Riders Per Week	<b>26</b> Therapy Horses	<b>9</b> Certified Instructors	<b>1,200</b> Active Volunteers	<b>2,800</b> Annual Event Attendance	<b>6,700</b> Annual Hours of Service
<b>THE BEACON PROJECT</b>	<b>230</b> Riders Per Week	<b>40</b> Therapy Horses	<b>13</b> Certified Instructors	<b>2,000</b> Active Volunteers	<b>4,500</b> Annual Event Attendance	<b>11,000</b> Annual Hours of Service



# ManeGait Master Site Plan







## Success Factors

**Sustainability** - ManEGait's geographic, financial, and industry position provides a solid foundation for growth. The launch of this initiative comes after years of prayerful consideration about ManEGait's future. The Beacon Project is based on a sustainable operating model that will reinforce the personalized service, professional standards, and family atmosphere on which ManEGait's mission was founded.

**Leadership** – ManEGait's leadership team and Board of Directors are committed to The Beacon Project's success and bring invaluable experience to the construction project. ManEGait's co-founder, Bill Darling, was an original founder of Darling Homes, where Bill served as President for 25 years. Bill and his son-in-law, Zach Schneider, launched Tradition Homes in 2019, a McKinney-based home building company. Numerous ManEGait board members and dedicated supporters have extensive experience in commercial development and finance.

**Project Management** – A local commercial construction company has donated the time of a civil engineer to act as a vendor manager and consultant for The Beacon Project. This individual is a former ManEGait riding instructor and served as our facility manager for many years. She understands ManEGait's unique needs and what is required to build an efficient, quality equine therapy center.

**Strength in the Pandemic** – Throughout the COVID crisis, ManEGait continued to serve riders at a time when our community needed us the most. ManEGait's waitlist doubled, and volunteerism grew 30% in 2020. Generous support from longtime donors and foundations enabled us to fully-fund operations in 2020, grow our emergency cash reserve, and keep ManEGait in a strong position for future growth.

**Here to Stay** – In 2019, the Texas Department of Transportation (TxDOT) proposed multiple bypass highway routes for US HWY 380 expansion. Two of these alignments would have directly displaced ManEGait. In reaction to the proposed plans, *hundreds* of ManEGait supporters submitted comments to persuade against any impact to ManEGait. TxDOT announced in May 2019 that they chose a different bypass option with the explicit goal of preserving ManEGait. In this announcement, they said public comment identified ManEGait as a "key community resource" serving two vulnerable populations: the disabled and children.

**ManEGait will be a beacon in North Texas for generations.**







## ManeGait Therapeutic Horsemanship PROGRAM OVERVIEW

Founded in 2007 by business and community leaders Bill and Priscilla Darling and their daughter, Landon Darling Schneider, ManeGait has had the privilege of serving North Texas for over 13 years. Guided by our mission, ManeGait believes in the life-changing benefits of equine therapy and the impact on the families we serve.

### ManeGait Programs

**Therapeutic Horseback Riding** – ManeGait's riding program consists of weekly private or small group lessons where riders learn to walk, trot, canter, and compete as equestrians. For many, this is their one and only sport. Benefits include greater core strength, balance, coordination, and speech, as well as self-confidence, independence, teamwork, and the unconditional love and acceptance of a horse.

**GaitWay to the Brain** – Developed at ManeGait, GaitWay is the first program of its kind to integrate brain-building exercises into the framework of equine therapy to extend the physical and cognitive benefits of therapeutic riding.

**Therapeutic Carriage Driving** – Carriage Driving is a form of equine-assisted therapy where participants drive a horse-drawn carriage or cart. The program promotes coordination, fine and gross motor skills, visual perception, and independence.

**ManeGait to Freedom** – This program is designed to support the needs of military veterans and emergency first responders. In addition to physical benefits, therapeutic horsemanship can lead to less anxiety and depression, greater confidence, and stronger interpersonal relationships for participants.

### What Makes ManeGait Unique

**Professional Standards** – ManeGait has earned the highest industry designation set forth by the Professional Association of Therapeutic Horsemanship International (PATH Intl.). In contrast to riding centers that rely on volunteer instructors, every lesson at ManeGait is led by a PATH Certified Riding Instructor.

**Innovative Programs** – The success of the GaitWay program prompted Texas Woman's University to conduct a two-year research study quantifying the outcomes of the GaitWay methodology. ManeGait is also the first riding center in the country to introduce a high-tech equestrian riding simulator as part of its therapeutic programs to offer specialized instruction and advanced training.

**Knowledge Sharing & Program Replication** – ManeGait has become a knowledge center for the therapeutic riding industry. We host continuing education, instructor training, certification, and mentorship programs. ManeGait has also developed a training workshop to support the replication of the GaitWay to the Brain program at centers across the United States and Canada.

To learn more about ManeGait's impact, we invite you to watch this video featuring stories of hope and healing from rider families. [www.manegait.org/hope](http://www.manegait.org/hope)



*"Of all the things we do to give William the best quality of life, therapeutic horseback riding provides the biggest return. We are so grateful that he has had this opportunity."*

– Tuesday T., Rider Parent

*"I remember the first time Max got on that horse. He just had the biggest smile on his face, and at that point, I knew there's nothing this kid won't do."*

– Keith D., Rider Parent

*"What I love about ManeGait is that it is physical therapy, occupational therapy, speech therapy, emotional therapy, all bundled into one ride."*

– Kelly W., Rider Parent

*"It opens up a whole new world. That's what ManeGait did for me."*

– Chad B., Military Veteran





3160 N Custer Road  
McKinney, TX 75071  
469-742-9611  
www.ManeGait.org

## ManeGait Therapeutic Horsemanship PROGRAM OVERVIEW

### Our Mission

At ManeGait Therapeutic Horsemanship, children and adults with disabilities move beyond their boundaries through the healing power of the horse and the dedication of a professional and caring community.

Founded in 2007 by business and community leaders Bill and Priscilla Darling and their daughter, Landon Darling Schneider, ManeGait has had the privilege of serving North Texas for over 13 years. Guided by our mission, ManeGait believes in the life-changing benefits of equine therapy and the impact of our programs on the families we serve.

As a nonprofit organization, ManeGait's stewardship, business leadership, and community support have become the foundation for our center's growth and longevity. At the same time, proven program outcomes have led to a high demand for our services, creating ongoing opportunities to **collaborate**, **innovate**, and **improve** our programs.

Building on this solid foundation, we are excited about the future of ManeGait and aspire to serve our riders, advance our industry, and enrich our community for generations to come.

**William says, 'Riding is fun. It's a way to make friends with the other riders, the instructors, and the horses.'**

...When he's riding, it doesn't matter that he can't run or jump. He has become stronger and his gait is better. Of the other children with his diagnosis, the National Institute of Health told us there are only two that don't use a nighttime ventilator. Both do horseback riding – and William is one of them.

Of all the things we do to give William the best quality of life, therapeutic horseback riding provides the biggest return. We are so grateful that he has had this opportunity.

**- Tuesday T., ManeGait Rider Parent**

### ManeGait Programs



 <b>150</b> Riders Per Week	 <b>9</b> PATH Certified Instructors	 <b>26</b> Skilled Therapy Horses	 <b>1,200</b> Active Volunteers	 <b>6,700</b> Hours of Service Each Year
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**Therapeutic Horseback Riding** – ManeGait's riding program consists of weekly private or small group lessons where riders learn to walk, trot, canter, and compete as equestrians. For many of our riders this is their one and only sport. To them horseback riding is a fun activity, but it actually provides many physical, cognitive, and emotional benefits. These can include greater core strength, balance, coordination, and speech; as well as self-confidence, independence, teamwork, and the unconditional acceptance and companionship of a horse.

**GaitWay to the Brain** – A key differentiator of ManeGait's therapeutic riding services is the **innovative GaitWay to the Brain program**. Developed at ManeGait, GaitWay is the first program of its kind to integrate brain-building exercises into the framework of equine therapy in order to extend the physical and cognitive benefits of therapeutic riding. It also reinforces outcomes by teaching families how to incorporate these exercises into their daily routine. Benefits range from improved motor skills, to communication and speech, to reading and academic performance.

**Therapeutic Carriage Driving** – Carriage Driving is a form of equine-assisted therapy where participants drive a horse-drawn carriage or cart. The program promotes coordination, fine and gross motor skills, visual perception, spatial awareness, and independence.

**ManeGait to Freedom** – This program is designed to support the needs of military veterans and first responders. In addition to physical benefits, therapeutic horsemanship can lead to less anxiety and depression, greater confidence, and stronger interpersonal relationships.





## Who We Serve

- ManeGait participants range from 5 to 72 years of age.
- More than 70% are under the age of 21.
- Participants come from five North Texas counties.
- Disabilities served include Autism Spectrum Disorder, Cerebral Palsy, Intellectual Disability, Developmental Delay, Down Syndrome, Attention Deficit Disorder, and Post Traumatic Stress Disorder among other disabilities.

## What Makes ManeGait Unique

Demand for ManeGait programs continues to grow as a result of referrals from parents, teachers, therapists and doctors. The qualities that keep families coming back each session and motivate people to join ManeGait's waitlist include:

**Innovative Programs** – Success of the GaitWay program prompted Texas Woman's University to conduct a two-year research study quantifying the outcomes of the GaitWay methodology. ManeGait is also the first riding center in the country to introduce a high-tech equestrian riding simulator as part of its therapeutic horsemanship program in order to offer specialized instruction and to support advanced training.

**Professional Standards** – ManeGait has achieved the highest industry designation by the Professional Association of Therapeutic Horsemanship International (PATH Intl.). In contrast to riding centers who rely on volunteer instructors, every riding lesson at ManeGait is led by a PATH Certified Riding Instructor.

**Family Atmosphere** – ManeGait is committed to providing a professional level of service, while also ensuring a personal experience for each rider and family. Class size is limited to no more than 5 riders per lesson, the average tenure of our instructors is 5 years, and our volunteer retention rate is high. Continuing relationships among our staff, volunteers, riders and families have created an incredible community of support for everyone involved.

**Knowledge Sharing & Program Replication** – To promote the advancement of the therapeutic horsemanship industry, ManeGait is becoming a knowledge center for our peers. We regularly host continuing education, instructor training, certification, and mentorship programs. We have also developed a training workshop to support replication of GaitWay to the Brain at therapeutic riding centers across the United States and Canada.

## Funding Model

ManeGait is committed to keeping the cost of equine therapy affordable for our rider families, therefore, rider fees remain less than 15% of our operating budget. Fundraising events and individual donations contribute 70% of ManeGait's revenue needs, and grants ensure the continued reinvestment and growth of our programs. ManeGait's 2019-2020 grant partners include:

• Amon G. Carter Foundation • The Andrea-Mennen Family Foundation • Atmos Energy • Baylor Scott & White Health • The Communities Foundation of Texas • Dallas Stars Foundation • Elizabeth Toon Charities • Encore Wire Corporation • The Florence Foundation • Gil and Dody Weaver Foundation • Independent Financial • Insurance Industry Charitable Foundation • Jane and Bill Browning Family Fund of CFT • McKinney Community Development Corporation • Northwood Woman's Club • PATH International • RAM Foundation • Raytheon • The Rees-Jones Foundation • Ronald McDonald House Charities • Rosemary Haggard Vaughan Family Foundation • Simmons Sisters Fund of The Dallas Foundation • Speedway Children's Charities

To learn more about ManeGait programs and our impact on the North Texas community, we invite you to watch this video featuring stories of hope and healing from our rider families. [www.manegait.org/hope](http://www.manegait.org/hope)

### Texas Woman's University Study of ManeGait Program Outcomes

In 2015-17, TWU studied 25 special needs children for 32 weeks. Each struggled with sensory processing dysfunction associated with disorders including Autism Spectrum Disorder, ADHD, Intellectual Disability, among others. All participants were new to therapeutic riding.

- The study measured motor skill improvements as a result of participation in ManeGait's therapeutic riding program and additional outcomes when GaitWay to the Brain was incorporated.
- Standardized tests showed an upward trend of improvement as participants took part in therapeutic riding and then GaitWay (brain-building with riding).
- Researchers reported a 20% increase in overall motor skill proficiency including improved motor precision and integration, dexterity, coordination, balance, running speed/agility, and strength.
- Other documented improvements (reported by parents) include better communication, vision, focus, following directions, academic performance, reading skills, confidence, affection, and empathy.

Published Study: "Changes in Motor Skill Proficiency After Equine-Assisted Activities and Brain-Building Tasks in Youth With Neurodevelopmental Disorders" Front. Vet. Sci., 31 January 2020

**85%** of  
ManeGait Budget  
Funded through  
Donations, Events  
and Grants



## Van Ekeren, Clayton A

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**From:** Smith, Chelsey  
**Sent:** Saturday, March 30, 2019 6:15 PM  
**To:** Van Ekeren, Clayton A  
**Subject:** FW: Follow Up Letter to March 20, 2019 Meeting  
**Attachments:** ManeGait TxDOT HWY 380 Letter.pdf

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Pls file

### Chelsey Smith \ Burns & McDonnell

Strategic Consultant

o 972-455-3174 \ m 816-550-3635

[chsmith@burnsmcd.com](mailto:chsmith@burnsmcd.com) \ [burnsmcd.com](http://burnsmcd.com)

15950 North Dallas Parkway, Tower II, Ste. 700 \ Dallas, TX 75248

---

**From:** Bill Darling <[bill@billdarling.com](mailto:bill@billdarling.com)>  
**Sent:** Monday, March 25, 2019 5:09 PM  
**To:** Kimmey, Tony <[tkimmey@burnsmcd.com](mailto:tkimmey@burnsmcd.com)>  
**Cc:** Smith, Chelsey <[chsmith@burnsmcd.com](mailto:chsmith@burnsmcd.com)>; [stephen.endres@txdot.gov](mailto:stephen.endres@txdot.gov); George Fuller <[gfuller@mckinneytexas.org](mailto:gfuller@mckinneytexas.org)>; [pris@prisdarling.com](mailto:pris@prisdarling.com); Patricia Nelson <[tnelson@manegait.org](mailto:tnelson@manegait.org)>; [ray.smith@myfarmers.bank](mailto:ray.smith@myfarmers.bank); Bill Darling <[bill@billdarling.com](mailto:bill@billdarling.com)>  
**Subject:** Follow Up Letter to March 20, 2019 Meeting

Please see attached letter.  
Thank you



**Bill Darling**  
Co-Founder  
C: 972.489.9886  
E: [bill@billdarling.com](mailto:bill@billdarling.com)





3160 N Custer Road  
McKinney, TX 75071  
P 469-742-9611  
F 469-742-9677  
[www.ManeGait.org](http://www.ManeGait.org)

March 25, 2019

Mr. Tony Kimmey, P.E.  
Texas Infrastructure Practice Leader  
c/o Burns & McDonnell  
US 380 Collin County Feasibility Study  
Texas Department of Transportation  
15950 N. Dallas Parkway, Tower II, Suite 700  
Dallas, Texas 75248

Dear Mr. Kimmey,

Those of us at ManeGait Therapeutic Horsemanship sincerely appreciate that you and the team came to visit the property last week and that you took the time to understand our mission at ManeGait as well as our impact in the community.

As we communicated at the meeting, ManeGait's operation would be destroyed with the first "Red" Alignment Option B. The alternative you showed does preserve the property but it wedges ManeGait between Custer Road (which is being widened to 6 lanes) and the new bypass freeway. With the sensitive nature of our operation of dealing with special need clients and very unique horses as their therapists, the amount of noise would be too great for us to continue to stay on the property.

ManeGait chose this site due to its proximity to residential, commercial and roadway accessibility. This has been key in delivery of our service and our tremendous success. ManeGait has over 1,400 active volunteers that serve our 150 rider clients weekly. There are numerous businesses that have their associates participate in serving and the businesses themselves help provide financial support to this non-profit organization. We knew buying on Custer Road that one day we'd lose property to the widening of Custer, but we never could have envisioned the situation that the "Red" Alignment Option B presents.

We appreciate that Collin County has a very bright future and quite frankly that too was a deciding factor in the selection of this site. This anticipated growth will help sustain ManeGait for many years to come. From the onset of the organization in 2007 the goal has been for ManeGait to be a true beacon of hope for the overall community. The significant support we have received to date tells us that we can be that beacon for the community for many years to come.

We implore the state to use the existing traffic corridor already identified and select the "Green" Alignment Route (between Coit Road and FM 1827). This is the same route the majority of those that took the time to voice their desire by filling out the TXDOT survey chose.

Respectfully,

William Darling  
Co-Founder and President, ManeGait Therapeutic Horsemanship

CC Stephen Endres, P.E.  
Chelsea Smith, Project Manager  
George Fuller, Mayor - City of McKinney  
Ray Smith, Mayor - Town of Prosper





Physical Address  
3160 N Custer Road  
McKinney, TX 75071

Mailing Address  
4261 E. University Dr. #30-253  
Prosper, TX 75078

ManeGait.org  
469-742-9611  
501(c)(3) Tax ID: 26-1525268

January 6, 2021

Mr. Stephen Endres, P.E.  
TxDOT Dallas District  
4777 East Highway 80  
Mesquite, Texas 75150

Dear Stephen,

Been awhile since we have interacted. Happy New Year to you.

So pleased to report that even through this very difficult time presented by *COVID-19* ManeGait restarted services for our clients at the end of May 2020. Families of these children and adults with disabilities were ecstatic to resume therapy in the fresh air. You can imagine how difficult "sheltering in" is for those with physical, emotional, cognitive, sensory, and behavioral disabilities. Our military veterans were also relieved to restart therapy again. So, for 2020 ManeGait was able to provide 6,700 hours of therapeutic service to clients as well as providing 1,200 active volunteers the ability to serve in their community.

This new proposed Brown/Gold US 380 route came as a surprise to our organization after TXDOT had identified ManeGait as a "key community resource" due to our client base in 2019. With the new proposed Brown and Gold alignments approximately 400 feet from ManeGait 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 ManeGait 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.

Sincerely,



William Darling  
Co-Founder and President, ManeGait Therapeutic Horsemanship



## **ATTACHMENT B – OTHER FACILITY CORRESPONDENCE**



## Cannon-Mackey, Shari

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**From:** Sanna Roling [REDACTED]  
**Sent:** Wednesday, June 9, 2021 4:33 PM  
**To:** Cannon-Mackey, Shari  
**Cc:** Sanna Roling  
**Subject:** Re: Phone discussion

Shari -  
It was my pleasure!

I'll keep an eye out for Ellen.

Sometime this month I will be sending out our quarterly newsletter and will include you on that email list.

Contact me anytime that I can help.

Sanna Roling, President  
Dream Catcher Stables Inc  
[REDACTED]

On Tue, Jun 8, 2021 at 3:40 PM Cannon-Mackey, Shari <[scannonmackey@burnsmcd.com](mailto:scannonmackey@burnsmcd.com)> wrote:

Sanna -

Thank you again for your time today and you're candid remarks. Your information was very helpful.

I shared your contact information with my co-worker, Ellen Pennington, that I mentioned had been out on site previously to take some photos in the event she finds her way there again, possibly on Friday. I don't know if you'll have any horses and athletes/students there, but your story is something wonderful and again I really appreciate you sharing your thoughts with us. Ellen should be reaching out!

Shari Cannon-Mackey, CEP, ENV SP \ Burns & McDonnell

NEPA/Environmental Planning Lead for the Transportation Market



## Cannon-Mackey, Shari

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**Subject:** FW: ManeGait slides

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**From:** Cannon-Mackey, Shari

**Sent:** Tuesday, June 15, 2021 2:17 PM

**To:** Christine Polito ; Spencer Ward

**Cc:** Stephen Endres ; Smith, Chelsey Dan Perge

**Subject:** RE: ManeGait slides

Christine and Spencer -

As we follow-up with a few of the other horsemanship facilities and pull together a summary memo, I wanted to get some early info to you regarding the Born 2 Be facility along I-35 in Denton/Cooke Counties.

In talking with Mary Gwinner, Director of Born 2 Be; they have only been at that location (12650 I-35 Frontage Rd, Valley View) since March 2020. They are leasing the property and the ranch manager lives on-site. They were not involved nor did they know about the I-35 project (TxDOT cleared late last year); have just recently heard about it through the grapevine as they have noticed activity in Sanger (closure of the grocery store) and recently someone stopped by to let them know they were doing some topo survey work along the frontage road in front of the property to assess drainage issues (they were told that section of the frontage road floods).

I'll cover the relevant 'Mane Gait-related' issues in the developing memo, but wondered if this email and her contact info could be forwarded along to someone who could reach out to Mary to answer her project and design-related questions:

- She noted that the existing frontage road is 2-way, and asked if the project will convert the frontage road to 1-way?
- Will ROW be acquired from the property, meaning the front pasture would be smaller, and the fence moved in towards the facility? Assume the property owner has been notified.
- There is a yield sign at an intersection not far from the property - she has seen several people drive through it resulting in crashes and near misses. She wondered if there were plans to make it a stop sign or flashing yield sign for greater visibility?

Mary Gwinner, Director  
Born 2 Be Therapeutic Equestrian Center



I'm waiting on a couple of return calls, but should have the facility summary memo to you in a couple of weeks.

Shari Cannon-Mackey, CEP, ENV SP  
Burns & McDonnell

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**From:** Christine Polito

**Sent:** Tuesday, May 18, 2021 2:35 PM

**To:** Spencer Ward

**Cc:** Nicolle Kord ; Michelle Lueck >; Dan Perge

**Subject:** FW: ManeGait slides



Spencer,

As we discussed previously, Shari contacted a few of the PATH certified facilities to ask them how adjacent land uses such as roadways impact their operations (particularly trying to get information about noise). They are still trying to get feedback, but attached is information they provided about what they have found so far, as well as their current recommendation. Please take a look and let me know your thoughts. I can set up a meeting to discuss, if that would be helpful.

Thank you,  
Christine

---

**From:** Smith, Chelsey  
**Sent:** Tuesday, May 18, 2021 2:24 PM  
**To:** Christine Polito <[christine.polito@burnsmcdonnell.com](#)>  
**Cc:** Cannon-Mackey, Shari <[shari@burnsmcdonnell.com](#)>  
**Subject:** ManeGait slides

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

Hi Christine – as discussed on our call earlier today attached are the ManeGait/PATH facility slides including the recommendation for you to share with your ENV colleagues. Let us know if you need anything else.

**Chelsey Smith, AICP** \ Burns & McDonnell  
Project Manager | Transportation Planning and Policy

---

A Texas Department of Transportation message





## Cannon-Mackey, Shari

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**From:** Karen Province [REDACTED]  
**Sent:** Wednesday, June 16, 2021 2:27 PM  
**To:** Cannon-Mackey, Shari  
**Cc:** Katie Clow; Kathy Alm  
**Subject:** Re: Standards FW: Follow-up Discussion With Kathy Alm

Dear Shari,

There are not any PATH Intl. standards that make requirements for public roadways that are near therapeutic riding centers, but I have listed below the mandatory core standards for PATH Intl centers. In addition to the core mandatory standards I have listed below, there are other standards specific to the types of programs, activities and services provided at the center, which vary from center to center, but the core standards are required regardless of what specific activities and services are being provided. It is expected that centers, whether they are accredited or not, follow all mandatory and as many of the other standards as possible. In order to become accredited, the center must be in 100% compliance with all applicable mandatory standards; the center must receive 75% or better in each category with the exception that Mounted, Interactive Vaulting and Equestrian Skills categories must receive a 50% or better; and 80% or better in its overall score.

### Mandatory Core Standards for ADMINISTRATION:

Written Liability release forms

Implemented written policy that volunteers and personnel wear helmet

There are a total of 35 administration standards, 2 are marked mandatory

### Mandatory Core Standards For FACILITY:

Working telephone in designated area with written emergency info posted near phone (2 parts)

Implemented procedure to keep tack & equipment in good repair

There are a total of 37 facility standards, 2 are marked mandatory

### Mandatory Core Standards for EQUINE WELFARE

written policy limiting workload and written record of hours worked for each equine

There are a total of 10 Equine Welfare standards, 1 is marked mandatory

We also have standards specific to each activity being provided - for mounted, ground, driving and vaulting which centers must follow if providing those activities, and also for services being provided - equestrian skills, mental health or medical therapy which must be followed if centers offer those services.



Here is a link that has some other standards summary information:

<https://pathintl.org/71-centers/942-path-intl-standards-for-certification-and-accreditation-summary>

I hope this information helps answer your questions, but if you need any further clarification, please feel free to reach out to me directly.

Sincerely,

Karen Province

Lead Member Services Representative

**Professional Association of Therapeutic  
Horsemanship International**

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**From:** Katie Clow [REDACTED]  
**Sent:** Wednesday, June 16, 2021 12:18 PM  
**To:** Karen Province [REDACTED]  
**Subject:** Standards FW: Follow-up Discussion With Kathy Alm

I'm not sure if you'd be a better person to help Shari?

Katie

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**From:** Cannon-Mackey, Shari  
**Sent:** Wednesday, June 16, 2021 11:41 AM  
**To:** Path Intl <pathintl@pathintl.org>  
**Subject:** Follow-up Discussion With Kathy Alm

I reached out to Kathy Alm by phone on June 15, 2021, to obtain information on the PATH certification process to support research I am doing on behalf of the Texas Department of Transportation to learn more about issues that should be considered when planning roadway improvements near therapeutic horsemanship facilities.

I wanted to follow-up with Kathy to see if she could provide me with a few examples of mandatory standards for Premier facilities.

I very much appreciated the information and insight she provided. Please also let her know that I followed up with Kristine Remi at *Right Step* in Colorado. They recently moved to a different location (away from the 6-lane highway), to a much more suburban area with a different set of challenges. She was very helpful as well.

Thank you again for your time.

Shari Cannon-Mackey, CEP, ENV SP \ Burns & McDonnell  
NEPA/Environmental Planning Lead for the Transportation Market